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WELCOME

SUPPLY CHAIN PROBLEMS

In the news pages we have details of yet another record-breaking container ship. The latest megaship is Evergreen Marine's 23,992TEU Ever Ace, which has entered service following her completion by Samsung Heavy Industries and is the first of a series of 12 ordered by the company.

Of course, Evergreen made the news earlier in the year when their boxboat Ever Given blocked the Suez Canal. Both of these ships raise questions about the global supply chain, which is not operating smoothly at the moment. We have seen empty shelves in supermarkets in the UK, and there are consumer price rises in the pipeline.

One problem is that there are not enough shipping containers in the world. With ever larger container ships arriving, the cost of shipping should be coming down, yet moving goods is becoming more expensive. The global supply chain is influenced by many factors, but the problems of the last year suggest we need to rethink how goods are moved around the world, and particularly assess their impact on the climate emergency.

Nicholas Leach
Editor
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Contributors this month

Richard Clammer

Richard Clammer is well known for his various books and articles on British paddle steamers and various other aspects of maritime history.

Matt Davies

Matt Davies has been interested in transport from an early age. He juggles his work with a family and his hobby of travelling on, writing about and photographing ferries.

David Fairclough

David Fairclough lives and works in Crosby on Merseyside. His love of ships began when he was five and he is particularly interested in the UK and European Ferry Industry.

Steve Newman

Steve Newman is a writer and photographer specialising in eco-adventure cruising. He writes for national newspapers and magazines.

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REGULAR CONTRIBUTORS
Krispen Atkinson • Gary Davies • Roy Fenton • William Mayes • Russell Plummer • Jim Shaw • Conrad Waters

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See page 18

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CONTENTS

COVER The impressive new passenger sailing ship Golden Horizon is ship of the month, our feature starting on page 33. TRADEWIND VOYAGES

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REGULARS

6 WATERFRONT
Portsmouth port diversifies its cargo handling, Oasis of the Seas sets sail from New York, and the tug Kingston takes on an epic tow.

10 FERRY
E-Flexers number a dozen, big bill for Scottish tax payers, Uber takes river service east, and Sheerness port revival. **Russell Plummer**

12 CRUISE
First of the Leonardo class ships launched, Wonder of the Seas completes sea trials, and Covid continues to affect cruises. **William Mayes**

14 NAVAL
Changes to mine-countermeasures fleet, Indian carrier starts sea trials, and international relief operation under way in Haiti. **Gary Davies**

16 CARGO
Container carrier OOCL launches new route, heavy-lift specialists enter into strategic partnership, and French container carrier CMA CGM goes for LNG.

45 SHIPS PICTORIAL
Photos of ships around the world, including at Portland and Coleraine, on the Thames, and off Shetland and Calshot.

SUBSCRIBE TODAY • See page 18 for more info

Ships MONTHLY

The container ship APL New York (2013/109,712gt) arriving at Southampton in June. The 9,325TEU vessel is one of eight serving the 56-day Europe Pakistan India Consortium (EPIC) rotation connecting 14 ports in Northern Europe, the Middle East and India. MARITIME PHOTOGRAPHIC

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FEATURES

20 LIVERPOOL SPOTTING

A look at the Port of Liverpool and the best places to watch the shipping scene around the Mersey. **David Fairclough** and **Ian Collard**

26 DREADNOUGHTS

The Royal Navy's battleship and nuclear-powered subs named Dreadnought. **Patrick Boniface**

30 CUNARD'S QUEENS

Cunard Line's famous transatlantic Queens have fascinating histories. **Stephen Payne**

38 SEATRUCK AT 25

The freight ferry operator Seatruck clocks up a quarter of a century, which has been a journey of expansion and newbuilds. **Matt Davies**

48 CLAN LINE part 2

Part 2 of a brief history of Clan Line, with a focus on the Group's ships which were involved with trading to South Africa. **Malcolm Cranfield**

54 MARITIME MOSAIC

Photos of naval ships visiting London, heading down the Thames for publicity or courtesy visits to the capital. **Fraser Gray**

56 THE SHOWBOAT

The unusual history of an old paddler, built in 1879, which became part of the Thames party scene during the 1930s. **Richard Clammer**

60 STENA ESTRID

On board Stena Line's new E-Flexer ferry Stena Estrid, with Captain Fraser Matthew talking about his career and the ship. **Nicholas Leach**

SHIP OF THE MONTH

33

GOLDEN HORIZON

THE LARGEST PASSENGER SAILING SHIP IN THE WORLD

Tradewind Voyages' Golden Horizon made her UK debut during the summer, becoming the largest passenger-carrying square-rigged sailing ship in the world. **Steve Newman**

CHARTROOM

63 SHIPS LIBRARY

Reviews of the latest ship and maritime books.

64 SHIPS MAIL

Letters and questions from readers.

65 MYSTERY SHIP

OCTOBER 2021 • Volume 56 • No.10

BERNARD MCCALL

OBITUARY

The well-known writer, publisher, photographer and lecturer Bernard McCall passed away on 20 August, aged 72. Bernard was an avid ship enthusiast from an early age, after being taken on a school trip to see ships. His passionate interest in ships and shipping remained throughout his life.

A Lancastrian by birth, he took a post as a school teacher in the Huddersfield area and joined the West Riding Branch of the World Ship Society when I was Secretary in the 1970s, becoming Chairman. In 1980 we set up the Yorkshire Ship Enthusiasts and Bernard arranged trips to ports, as well as many ship visits.

Several years ago he wrote his first book, about Whitby shipping, and started his Coastal Shipping magazine in spring 1994, which reached issue 160 in August. He went on to publish books on various ship types and companies. Our thoughts are with his wife, Doreen, and sons Iain and Dominic and their families. Rest in peace Bernard, you did a marvellous job. *Roy Cressey*

HYBRID CAR CARRIERS FOR NYK

Four hybrid Pure Car/Truck Carriers (PCTCs) have been ordered from China Merchants Jinling Shipyard for delivery in 2022 and 2023.

VEHICLE CARRIER

Japan's NYK Line has ordered four hybrid Pure Car/Truck Carriers (PCTCs) from China Merchants Jinling Shipyard for delivery in 2022 and 2023 that will be the first vessels in the world to be equipped with WinGD's new X-DF2.0 iCER main engines.

These powerplants make use of Intelligent Control by Exhaust Recycling (iCER) technology to reduce methane emissions by approximately 50 per cent. Fuel for the 199.9m by 38m ships will be stored in twin cryogenic tanks located ahead of the engine room and below the car decks, while battery banks will be located farther forward.

The batteries will help improve fuel efficiency by mitigating main engine and electrical generator load fluctuations. The new vessels will have a vehicle capacity of 7,000 units and will trade mainly between Europe, Asia and the Middle East. They will be followed by a dozen similar ships to be delivered by Japan's Shin Kurushima Dockyard and Nihon Shipyard between 2025 and 2028. NYK Line, established in 1885, currently operates 110 car carriers, the world's largest such fleet. JS

INNOVATIVE NEW DESIGN

A geared Eco Reefer design developed by NSB Group would carry its bridge and accommodation fully forward with LNG fuel tanks mounted aft. NSB

ECO REEFER

Germany's NSB Group has developed a concept design for an LNG-fuelled container ship of 3,500TEU capacity, 1,880TEU of which would be refrigerated. The vessel would have its deckhouse situated fully forward to optimise carrying capacity in the centre of the hull, while also separating crew accommodations from the LNG storage tanks that would be mounted aft.

The IMO Type C tanks would have sufficient capacity to give the ship a range of about 5,000 nautical miles under full reefer load conditions while supplying fuel to a two-stroke, slow-speed, single-acting main engine fitted with a waste heat recovery system. The vessel would also be fitted with a battery system to aid propulsion and a connection for shore power. JS

UECC'S SECOND LNG HYBRID

CAR CARRIER

UECC's upgrading of its fleet with low-carbon vessels continued with the launch of the second in a series of three LNG battery hybrid newbuilds at a Chinese yard in August. The latest newbuild pure car and truck carrier (pictured) was launched at Jiangnan Shipyard just over a year after the first steel was cut, as the yard and shipowner overcame manpower and logistical challenges due to the Covid-19 pandemic to maintain the delivery schedule.

Hull number H2664 hit the water in a launch ceremony at the Shanghai yard on 16 August and is due for delivery, along with the third vessel, in the first half of 2022. The first unit, launched earlier this year, is to be delivered this autumn after final commissioning.

The 1991-built suction dredger Britannia Beaver at Portsmouth. PORTICO SHIPING

PORTSMOUTH PORT DIVERSIFIES CARGO

PORT NEWS

Portsmouth welcomed its first shipment of building materials when the dredger Britannia Beaver called at the port on 5 July. In what will become a regular operation, 4,500 tonnes of sharp sand were delivered for building materials specialist, Brett Group, destined for customers based on the south coast.

The operation was a further deviation from refrigerated cargo for port operator Portico, which has been owned by Portsmouth City Council since 2008, as it looks to widen the range of cargoes handled at the port. In recent years, quayside space has been created through the demolition of warehouses and the reconfiguration of the site to enable storage of containers and dry bulk carriers.

Aside from weekly calls from reefers operating on Geest Line and Africa Express Line's services, the port, with its two berths, equipped with four cranes, is capable of handling vessels of up to 230m long, now sees regular calls for the exporting of wind turbine blades and Ferryspeed's lift-on, lift-off service to the Channel Islands. KA

SPLIT IN TWO

INCIDENT

Japanese authorities hope to have the two sections of the 39,910gt woodchip carrier Crimson Polaris removed from waters off Hachinohe, Japan before winter weather sets in. The Panama-flagged ship split in two off Hachinohe in August after initially grounding near the port in heavy seas, the incident resulting in a hull crack. All 21 crew members were safely evacuated by helicopter but there was some reported pollution. JS

▲ The stern section of the woodchip carrier Crimson Polaris has rolled on its side since the photo was taken in early August. JCG

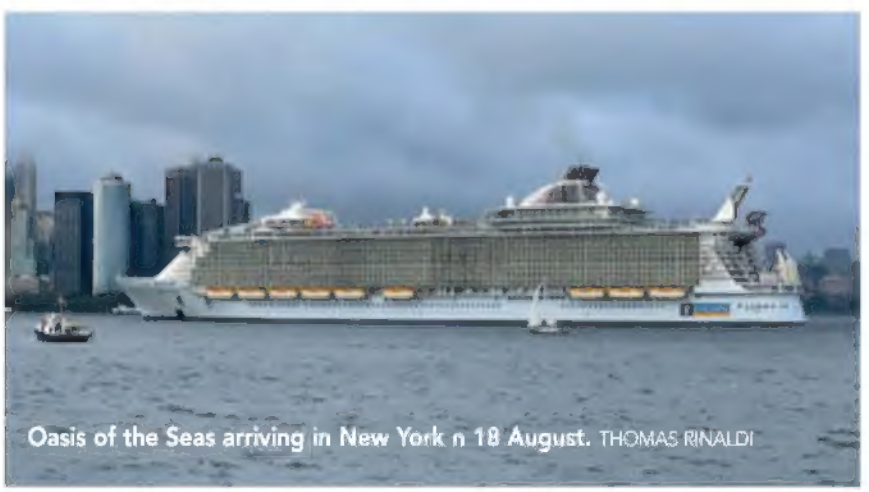
OASIS SETS SAIL FROM NY

CRUISING

On 18 August Oasis of the Seas became the first cruise ship to visit New York Harbor since the pandemic lockdowns started in March 2020. She tied up in Bayonne (NJ) and then in the evening sailed up into the North River(Hudson River) off Manhattan's West Side, turned around and headed out to sea for some trial manoeuvres.

This short trip was a requirement of the US Coast Guard as a recertification exercise, as she has not sailed with passengers in such a long time. She returned to Bayonne overnight and was prepared for her first passenger-carrying cruise.

She departed on 22 August on a CDC-authorised six-night 'trial voyage', visiting Perfect Day at CocoCay in the Bahamas before turning around to return to New York, her new homeport. Royal Caribbean's plan to bring the 226,838gt Oasis of the Seas to the US north-east was originally for 2020, but the global health crisis forced a delay.



Oasis of the Seas arriving in New York n 18 August. THOMAS RINALDI

SIXTH OF 14 NEWBUILDS

▲ The recently delivered YM Travel is the sixth of 14 container ships being acquired by Yang Ming Marine under long-term charter agreements. IMABARI

CONTAINER SHIPS

Taiwan's Yang Ming Marine Transport Corp has taken delivery of the 11,860TEU container ship YM Travel from Japan's Imabari Hiroshima Shipyard and placed the 23-knot vessel in service across the Pacific between China, South Korea, Japan and California.

Long-term chartered from Japan's Shoei Kisen Kaisha, the newbuild is the sixth in a series of 14 vessels, each measuring 333.9m by 48.4m, being chartered by Yang Ming.

All of the ships incorporate various environmental features, including scrubbers, water ballast treatment plants and alternative marine power systems, while their twin-island configuration increases loading capacity as well as enhancing navigational visibility. JS

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BRIEF NEWS

DOCK SOLD • The Isles of Scilly Steamship Company has sold Penzance Dry Dock to locally based engineering business Linked Solutions SW, who have pledged to continue handling commercial and leisure vessels, retaining all current staff. Linked Solutions, who offer marine engineering design and fabrications, have purchased the Dry Dock company's entire shareholding. RP

RUSSIA TO BUILD MORE ICEBREAKERS • Russia's FSUE 'Rosmorport' has announced a tender for the construction of two dual-fuel icebreakers with a power of 12-14MW that would be capable of moving through ice up to 1.5m thick as part of a long-range plan to build up to ten new icebreakers. JS

SCORPIO TRANSITIONS • After a complete sell-off of its bulk carrier fleet and a change of name, the former Scorpio Bulkers, now operating as Eneti Inc, has become the world's leading owner and operator of wind turbine installation vessels after purchasing UK-headquartered Seajacks International and its five jack-up vessels. JS

STEAMER APPEAL • The charitable trust responsible for Loch Katrine's screw steamer Sir Walter Scott, which dates from 1900, has launched an appeal to raise £500,000 to restore the vessel, which has not operated in 2021, as a new boiler and other significant repairs are needed. Full details of the appeal can be found online at www.saveoursteamship.com. RP

WÄRTSILÄ CONTRACT • Engines and fuel gas supply systems, for two new ferries being built by Finland's Rauma Marine Constructions to link Tasmania with the Australian mainland, are to be supplied by Wärtsilä. The first of the LNG-powered 1,800-passenger vessels will debut on the Melbourne-Devonport, Tasmania service of TT-Line early in 2023, with a sister ship due a year later. RP

YET ANOTHER 'LARGEST'

▲ **Evergreen Marine has taken delivery of the world's largest container ship, the 23,992TEU Ever Ace, from South Korea's Samsung HI.** SAMSUNG

CONTAINER SHIPS

The latest boxboat to take the title of 'world's largest container ship', Evergreen Marine's 23,992TEU Ever Ace, has entered service following her completion by South Korea's Samsung Heavy Industries. As the first of a series of 12 mega-ships ordered by Evergreen from Chinese and South Korea yards, the new 235,579gt vessel exceeds the capacity of the former champion, HMM's 228,283gt HMM Algeciras, by only 28TEU, but this may be exceeded by her sisterships as they are delivered. JS

DRY-DOCKING AT GREENOCK

PADDLE STEAMER

The world's last seagoing paddle steamer, Waverley, went to drydock at Greenock from 21 April to 13 May before returning to Clyde service, with loadings limited by Covid restrictions until mid-August, when numbers were increased after limitations were eased. Although plans for a short programme in English waters had to be abandoned due to problems with crew availability, the Clyde season was extended to 19 September with liner viewing trips. RP

▲ **Waverley in dry dock at Greenock.**

Ocean Explorer at Poole in August. Owned by SunStone Ships Inc, the 7,400gt vessel is operated by Vantage Cruise Line. KEVIN MITCHELL

CRUISE BOOST FOR SOUTH COAST PORT

PORT NEWS

The Port of Poole received a cruise boost during August, with two vessels using the South Quay on consecutive days. The 1964-built Hebridean Princess departed on 24 August on her way back to Scottish home waters, having spent the summer season along the south coast due to the ban on cruise ships visiting Scottish ports. Hebridean Princess was built by Hall, Russell and Co as the David MacBrayne car ferry Columba and converted for luxury cruising in 1989, being chartered on occasion by HM Queen Elizabeth II for use as a royal yacht.

The following day the newly built 104m ice-strengthened cruise ship Ocean Explorer arrived following her delivery voyage from China, which included stopovers at Valletta and Falmouth. Built by China Merchants Heavy Industry, she is the third in a series of ten Ulstein CX103 Infinity class expedition ships featuring an Ulstein X-bow.

The 160-passenger Ocean Explorer is operated by Vantage Cruise Line, and, following final preparations for service, she sailed from Poole on her maiden cruise on 28 August. KM

THE TUG KINGSTON TAKES ON EPIC TOW

Kingston and tow passing Calshot, with the tug's original Mirrlees engine still performing well after 59 years of service. PHIL KEMPSEY

TUGS AND TOWAGE

During the spring and summer the small tug Kingston has undertaken an epic tow, covering 9,208 nautical miles in total at an average speed of 4.4 knots. It began in early April when she departed Southampton Water for Lagos, Nigeria. As she was 59 years of age, it seemed likely this would be a one-way voyage.

Kingston left Hythe repair base on 10 April with the former American offshore crew boat Sirius 1 in tow, but had to put back to Weymouth the same day following an injury to a crew member. The tow resumed on 11 April. The Nigerian-flagged Sirius 1, built in 1990 as Miss Adrian, is one of several ex-crew boats that have been converted by Ambrey Security Services for security escort work round Africa and the Gulf.

Dakar was reached on 28 April, and, after taking bunkers, Kingston was under way again for Port Harcourt. When she was four days out of Dakar, her mast was struck by lightning, which knocked out all radios, GPS, and auto pilot. For the next 3,000 miles the traditional ship's wheel had to be used, with paper charts for navigation. The only communication was by handheld satellite mobile phone.

Port Harcourt was reached on 14 May, and repairs to the mast and radio systems were carried out before Kingston, with the Moldovian-flagged Pegasus in tow, departed Port Harcourt for Southampton on 18 May. The 356grt Pegasus was built at Mumbai in 2004 as Halul 1 for owners in Qatar, later being sold and renamed Pegasus, for work as an offshore supply ship.

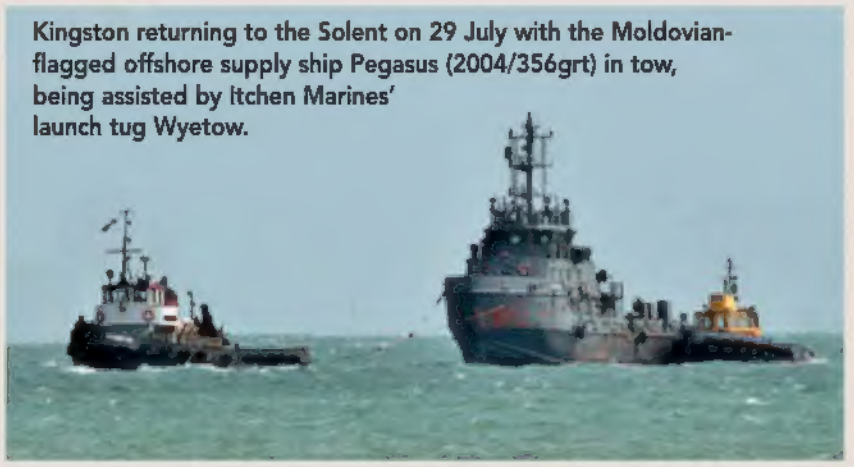
The voyage back to Dakar was uneventful, but due to worsening weather it was decided to take shelter there until conditions were more favourable. Tug and tow set sail again for Southampton on 25 June but, as the weather deteriorated again, it was decided to head for Las Palmas.

Two days out from Las Palmas, the tug crew were alerted by stowaways on Pegasus firing flares to get their attention. The stowaways were duly handed over to the Spanish authorities in Las Palmas and, after staying in port for ten days, with improved weather conditions, Kingston and Pegasus finally left Las Palmas on 16 July for Southampton, arriving in the Solent on 29 July.

THE TUG

- The 113grt Kingston was built for the London tug company W.H.J. Alexander (Sun Tugs) by Pollock & Sons of Faversham.
- Delivered as Sun XXIV in June 1962, she worked in and around the upriver docks on the Thames.
- Sun Tugs were bought by Alexandra Towing in 1975, with Sun XXIV being sold in 1990 to a Newhaven company.
- In 1992 she was renamed Kingston and, after several further sales, was bought by Griffin Towage of Weymouth in 2003.
- In 2005 she was fitted with a Kort nozzle and bow thruster, which made her more suited to working in docks and rivers.
- During her epic tow, she consumed 95,000 litres of bunker fuel and spent 111 days away from the UK, of which 73 days were spent at sea.
- The voyage involved calls at Weymouth, Dakar, Port Harcourt, Dakar and Las Palmas.

■ Ships Monthly and author Phil Kempsey would like to thank Damian Lockie of Griffin Towage for his assistance in compiling this article.



Kingston returning to the Solent on 29 July with the Moldovian-flagged offshore supply ship Pegasus (2004/356grt) in tow, being assisted by Itchen Marines' launch tug Wyetow.

PENLEE RNLI MARKS 40 YEARS SINCE LOSS OF SOLOMON BROWNE

ANNIVERSARY

A flotilla of boats, led by Penlee RNLI's all-weather and inshore lifeboats, assembled off the old Penlee lifeboat station at Penlee Point at 1600 on 30 August to lay wreaths in memory of the 16 lives lost on 19 December 1981, when the lifeboat Solomon Browne went to the aid of the coaster Union Star in hurricane force conditions off the tip of Cornwall.

Penlee lifeboat Ivan Ellen (on left) at the old lifeboat house, with two of the old lifeboats, marking the 40th anniversary of the lifeboat tragedy.

The Penlee volunteer crew were joined by colleagues from Sennen Cove and The Lizard stations, whose lifeboats were also out that night 40 years ago, as well as five old lifeboats: two Tyne class boats, and three Watson class lifeboats, a type similar to the Penlee lifeboat which was lost.

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TRIP NEWS

WIGHTLINK WINTER CUTS

• The winter timetable for the Lymington-Yarmouth, Isle of Wight passenger and vehicle service running from 1 November to 27 March reveals a single-ship timetable for the majority of the time, including weekends. A two-vessel service by the 2,4546gt/2008-built Wight Light and White Sky will only operate from 0800 to 1200 from Monday to Friday. Wightlink plan a two-boat service from Portsmouth to Fishbourne, with hourly departures on the Fastcat passenger service from Portsmouth to Ryde Pier.

WORK STARTS • On 20 August the first steel was cut at the Hyundai Mipo Yard in South Korea for the Isle of Man Steam Packet Company's new flagship Manxman. The 133m ro-pax vessel is due to come into service between Douglas and Heysham in 2023.

TRIALS SUCCESS • Banaderos Express, a second 118m trimaran for the Fred. Olsen Express services linking the Canary Islands, successfully completed sea trials in August, reaching 37.5 knots off the coast of Balamban in the Philippines, close to the Austal yard in Cebu. She will enter service between Gran Canary and Tenerife towards the end of the year, joining sister vessel Bajamar Express, which came from Austal's Australian base in 2020 and has completed more than 2,000 trips carrying 370,000 passengers, 129,000 cars and 22,200 lane metres of freight vehicles.

E-FLEXER LINE-UP REACHES A DOZEN

▲ **Brittany Ferries introduced Galicia, with high levels of cabin accommodation, for their overnight Portsmouth-Santander service last year.** DARREN HOLDAWAY

▲ **In contrast, DFDS's recently delivered Côte d'Opale is designed for five return trips a day on the Dover-Calais English Channel crossing.**

DELTAMARIN DESIGNS

Finland-based ship designers Deltamarin has signed contracts with China Merchants Jinling Weihai for a further three ferries from Stena RoRo's E-Flexer series, which will bring the total number of vessels in service, under construction or on order to 12.

The flexibility of the design has been a key factor, with three ferries offering overnight cabin accommodation already serving Stena's own Irish Sea services and sailing to Spain for Brittany Ferries, in contrast to recent DFDS debutante Côte d'Opale, designed for the short English Channel link between Dover and Calais. In addition to a further four vessels, two more for Stena's own operations and Santona and Salamander for Brittany Ferries, Deltamarin are now working on two more vessels for Brittany Ferries, as well as what will be the first E-Flexer for North America, an overnight ferry for Canada's Marine Atlantic.

Deltamarin are due to complete their work in 2022. The Brittany Ferries pair will both be equipped for LNG operation and come with a large battery capacity for manoeuvring in port, where there will be a shore connection for battery charging when berthed.

Due in service in 2024 for the Newfoundland-Nova Scotia route, the Marine Atlantic vessel will also use a combination of LNG fuel and battery power. She will have capacity for 1,200 passengers and 2,600 lane metres of deck space for vehicles.

Stena RoRo managing director Per Westing said: 'With Deltamarin, we have an ideal partner, enabling us to efficiently develop and present new concepts to potential clients and, with China Merchants as the third partner, deliver high end vessels.'

SHEERNESS PORT REVIVAL

DFDS SEAWAYS

Through its London Medway operational area, Peel Ports has invested to put Sheerness back on the ferry map as the terminal for a new DFDS freight link with Calais. Much of the unaccompanied trailer traffic from the company's services into Dover from Calais is expected to switch to the new route.

Well remembered for acting as British terminal for Olau Line's two-ship passenger and vehicle services to Vlissingen until 1994, Sheerness has seen investment by Peel Ports, who say the port offers excellent facilities and is open and accessible seven days a week, with congestion-free access for drop-off or collection of trailers. The new service is expected to create 100 jobs in the area and is maintained by chartered ro-ro ferry Maxine.

▲ **Ro-ro vessel Maxine is running the new DFDS freight service between Sheerness and Calais.**

FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . .

WORKERS' DAY • P&O Ferries marked Workers' Day in Hull on 31 July with a celebration of sacrifices made during the Covid-19 pandemic aboard Pride of Rotterdam (2001/59,925gt), which sold out a month in advance.

MY STAR • Tallink's environmentally friendly LNG-powered vessel was named and launched on 12 August at the Rauma Marine Constructions yard in Finland, with Mrs Kersti Kaljulaid, wife of the Estonian president, as the ship's godmother. Immediately afterwards sea water was let into the building dock for the first time. The 27-knot My Star is due to enter service on Tallink's Tallinn-Helsinki shuttle service in spring next year, carrying 2,800 passengers, with 3,190 lane metres of vehicle space over four decks.

DUBLIN SWIFT • Irish Ferries' 101m catamaran, completed at Austal's Western Australia base in 2001, finally returned to service between Holyhead and Dublin in August in time for the peak month of the summer season, making two return trips a day.

RESTRICTIONS LIFTED • Stena Line welcomed the end of UK travel restrictions from 2 August, with the Harwich-Hook of Holland service, the company's only combined passenger and freight connection with mainland Europe, expected to be a beneficiary after around half of route business was lost in 2020 due to Covid. Day and night crossings are covered by Stena's largest vessels, the 2010-built/63,500gt Stena Britannica and Stena Hollandica each taking 1,200 passengers, with 5,566 lane-metres of vehicles.

BIG BILL FOR SCOTS TAX PAYERS

CAL MAC

The seven-week summer charter of Seatruck-owned freight ferry Arrow (1998/7,606gt) by Caledonian-MacBrayne reportedly cost Scotland's taxpayers £588,000 as the 1,057-lane-metre vessel was brought in on sub-charter from the Isle of Man Steam Packet Company to boost freight capacity between the mainland centre of Ullapool and Stornoway on the Isle of Lewis.

After taking over the evening freight sailing, normally covered by the fleet's largest vessel, Loch Seaforth (2014/8,680gt), things did not go smoothly, with the stern-loading Arrow out of service for ten days due to mechanical problems early in the charter. Arrow is no stranger to Scottish waters, having spent time last year with Serco NorthLink running from Aberdeen to Orkney and Shetland.

There was an unlucky Friday 13 August experience when the cancellation of the day's last sailing from the Isle of Arran to the mainland left passengers stranded in Brodick after scheduled vessel Caledonian Isles (1993/5,221gt) was sent to the assistance of a yacht that had put out a Mayday distress call after losing power. Although the ferry was later stood down, her 1900 sailing from Brodick was cancelled due to bad weather, leaving 40 people stranded, with some forced to sleep in their vehicles.

GERMANS BUILD FOR SCOTLAND

CAL MAC

German ship design consultants Flensburg-based Navalue have been contracted to design new vessels for the CalMac fleet, with the aim of creating a better and greener service. The new vessels will replace seven ageing ferries, including vessels used on the services to the Hebrides

Thomas Ritte, partner at Navalue, said: 'We are strongly committed to providing innovative, reliable and efficient ship design shipping solutions. We are pleased to bring our experience in developing zero-emission transportation solutions to the CMAL small vessel replacement programme.'

The aim is to create small vehicle and passenger vessels with lower emissions that can be introduced to the fleet over the next ten years. All of the ferries that are due to be replaced are over 25 years old and include the 35-year-old Loch Striven, the 30-year-old Loch Dunvegan and the 29-year-old Loch Tarbert.

RIVER SERVICE TO GO EAST

UBER BOATS

Following a series of sold-out August Saturday trips from Gravesend and Tilbury into Central London, new river partnership Uber Boats by Thames Clippers is looking to permanently extend its present 23-pier service from Putney to Woolwich Royal Arsenal. Chief executive Sean Collins explained: 'We remain committed to growing the River Bus network in London and further east and soon hope to be able to offer a permanent link to and from Gravesend and Tilbury.'

Thames Clippers carry 4.3 million passengers a year, and the two companies linked up with the 2007-built 220-passenger Meteor Clipper (121gt), the first to return to service with the full new black and white Uber livery on 3 August. The following day brought the tria run from Gravesend Town Pier and Tilbury via North Greenwich to London Bridge City Pier, which sold out several weeks in advance.

Cyclone Clipper in the new Uber Boats by Thames Clippers livery introduced at the beginning of August.

The former Pride of York looking impressive in her new livery as GNV Atla

EX-P&O PAIR NOW IN MED

GNV

After two decades running out of Hull, sisterships built in 1987 are now making their mark in the Mediterranean, maintaining Grandi Navi Veloce's night service between Naples and Palermo, Sicily as GNV Aries (31,558gt) and GNV Antares (31,785gt).

The pair were built for North Sea Ferries and Dutch partner Royal Nedlloyd Group as Norsea and Norsun respectively, initially boosting the Hull-Rotterdam service. They were switched to the Hull-Zeebrugge link after being displaced by 59,925gt sisters Pride of Hull (2001) and Pride of Rotterdam (2000), and were renamed Pride of York and Pride of Bruges in 2003.

Zeebrugge traffic was severely affected by Covid restrictions in 2020, and the passenger element of the route was closed in September 2020. After being laid up in Rotterdam, the vessels were sold to Grimaldi Group member GNV in April. Following refits, they debuted in the Med in June and now carry 1,050 passengers.

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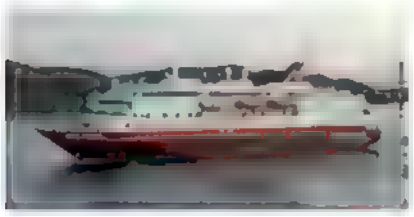
SEARCH AND RESCUE ALERT

HURTIGRUTEN

At around 2100 on 24 August Hurtigruten's Kong Harald issued a distress call, reporting loss of propulsion power in the Hustadvika area while travelling south from Kristiansund to Molde. With the ship drifting towards the coast, a search and rescue operation was put into action, hampered by rough seas and poor visibility.

The vessel's thrusters gave some manoeuvrability and the ship was able to anchor. Later, one of the main engines was restarted and the ship proceeded to Molde, accompanied by KL Saltfjord. The ship had sailed from Kristiansund with only one main engine operating.



▲ **Kong Harald sparked a search and rescue operation.** RICK FRENDT

FIRST OF THE LEONARDO CLASS

NCL

The first ship in the six-strong so-called Leonardo class, Norwegian Prima, was floated out at Fincantieri's Marghera shipyard on 13 August. Slightly smaller than the previous series of ships, these 142,500gt vessels will carry 3,215 passengers in lower berths.

The Leonardo class is based on a Fincantieri design that first appeared on the somewhat larger MSC Seaside, and more recently Virgin Voyages' Scarlet Lady. Norwegian Prima is expected to enter service in the summer of 2022, initially in Europe, before repositioning to Miami in the autumn.

The extensive hull artwork has been created by Italian graffiti artist Manuel Di Rita.

NCL's equivalent of first class, designated The Haven, will for the first time be positioned at the stern of the ship and incorporates eight decks of cabins and public spaces, serviced by lifts reserved for Haven passengers.

Of the four big cruise groups, it is just NCL and MSC that have not found the need to sell or scrap ships during the pandemic.

SEA TRIALS COMPLETED

ROYAL CARIBBEAN

With a gross tonnage that is just 118 greater than that of her younger sister Symphony of the Seas, Royal Caribbean International's Wonder of the Seas will become the largest passenger ship ever built when she is handed over later this year.

However, that record is likely to be broken again when the sixth and final ship in the Oasis class enters service in 2024. Wonder of the Seas recently completed her sea trials, returning to Chantiers de l'Atlantique at St Nazaire on 24 August. Although delivery may be imminent, there is no news of any deployment prior to her debut in China in March 2022.

Sistership Harmony of the Seas resumed service in the Western Mediterranean on 15 August, when she sailed from Barcelona on the first of her seven-night itineraries. Ovation of the Seas will provisionally sail on Australian domestic cruises from 13 December. Based in Sydney, she will offer a range of cruises from two to ten nights. However, there is no firm news on the reopening of cruising from the Australian Government.

DELAYED UNTIL MAY 2022

HOLLAND AMERICA

With just two ships back in service by the end of August, Holland America Line has some way to go to resume normal service. Currently Eurodam is operating in the Mediterranean and Nieuw Amsterdam in Alaska.

A further four ships should be trading by November, and three others will follow in January 2022. It will not be until May 2022, a full two years after being laid up, that the last and smallest vessels in the fleet, Volendam and Zaandam, will resume sailing. The former of this pair will restart in Northern Europe, while the latter will take up station for Canada and New England sailings.

The line's 2022 Grand Voyages have been cancelled and will resume in 2023, with Zuiderdam operating the world cruise, leaving Zaandam to take over that ship's Panama Canal itineraries. During the pandemic, Holland America Line has suffered one of the highest percentages of fleet reduction, with four of its 14 ships being sold. There was just one addition.

Zaandam will be one of the last Holland America Line ships to resume service. WILLIAM MAYES

CORONAVIRUS IMPACT CONTINUES

INDUSTRY NEWS

As cruise ships continue to return to service, or in some cases start to sail commercially for the first time, it has been estimated that almost half of the world's ocean-going cruise fleet was back in service by the end of August.

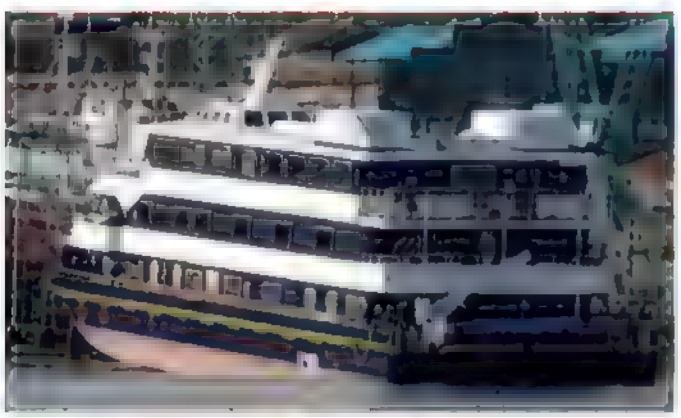
However, not all is going to plan yet. The China Merchants and Viking Cruises joint venture has delayed its debut with the former Viking Sun indefinitely, citing further pandemic issues in China. Astro Ocean cruises has also delayed its start with Piano Land, the former Oriana. Both had planned to be in operation in August.

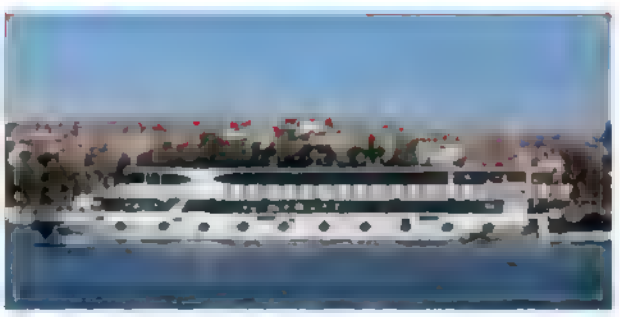
Denmark has introduced a new rule for cruise passengers, requiring all to be tested before being allowed ashore. This also applies to crew members, thus permitting shore leave. However, in the current cautious climate it is unlikely that many companies will permit crew to go ashore.

Windstar's Star Breeze was the first cruise ship to call at Cartagena, Colombia after a break of 17 months. Egypt and Jamaica have reopened for cruise ships, but it may be some time before passengers are able to visit Hawaii. NCL's Pride of America cruises have now been cancelled until January 2022.

Canada's larger cruise ship ban end date has now been brought forward by three months to 1 November, but there would be little cruise activity that late in the year anyway. The Seychelles will also open in November. Worldwide, the only major region that has no end date for visiting ships is now Australasia.

LUXURY CONVERSION COMPLETED





▲ **The passenger ferry Necdet Ali Yildirim has been converted into the cruise ship Lord of the Highlands.** ◀
WILLAM MAYES AND OLIVER DES GN

HEBRIDEAN ISLAND

When Hebridean Island Cruises purchased Lord of the Glens from Magna Carta Steamship company last year, there remained the question of where the ship that was being converted in Vigo for the latter company would go.

Now, it seems that Hebridean Island Cruises will take delivery of Lord of the Highlands in the near future. The 2012-built Necdet Ali Yıldirim entered service as a 700-passenger vessel between the town of Cesme on the Turkish mainland and the Greek island of Chios. Later, she operated services within the Istanbul Municipality area.

In 2018 she was purchased by Magna Carta for conversion into an inland waterways cruise ship with a capacity for 44 passengers in 22 cabins. The work was undertaken in Vigo, Spain under the supervision of Oliver Designs, but, as she was completed during the heart of the pandemic, Magna Carta was unable to take delivery.

Lord of the Highlands is expected to enter service in 2022 alongside Lord of the Glens, sailing five- and seven-night cruises on the Caledonian Canal, Loch Ness and to the Inner Hebrides.

BRIEF NEWS

AIDA CRUISES • It appears that the sale of AIDAcara, previously reported, is to unnamed Russian interests, thought to be private investors. The ship will be managed in Cyprus and will be renamed Astoria Grande.

FRED. OLSEN • The former Holland America Line ship Amsterdam left Dover on 16 August, newly renamed Bolette, for a three-night English Channel maiden voyage. Her near-sister Borealis completed the UK's first post-pandemic international cruise on 23 August, when she returned from a voyage to Iceland.

CUNARD • Queen Mary 2 arrived at the Damen Shiprepair facility in Brest on 27 August to begin a refit prior to her return to service in November.

SEA CLOUD • Sea Cloud Spirit was named in Palma de Mallorca on 3 September by Infanta Elena, the sister of Spain's King Felipe VI. The 136-passenger ship commenced her maiden voyage on 14 September, from Civitavecchia.

P&O CRUISES • Almost ten months after accepting delivery of Iona, P&O Cruises has finally managed a first revenue-earning cruise with the ship. She sailed from Southampton on 7 August and anchored off the island after which she is named two days later as part of a seven-night trip.

RITZ CARLTON • Ritz Carlton Yacht Collection has again postponed the maiden voyage of its first ship, Evrima. The first sailing will now take place from Lisbon on 6 May 2022. This is the fourth time that the date has been moved, and this has been put down to a combination of construction delays and uncertainty over the future course of the pandemic.

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MINE-COUNTERMEASURES FLEET CHANGES

Only five of 12 Sandown SRMHs remain in active Royal Navy service. MARITIME PHOTOGRAPHIC

ROYAL NAVY

The gradual reduction of the RN's manned mine-countermeasures (MCM) fleet has begun with the joint decommissioning of HM Ships Ramsey and Blyth at Rosyth on 4 August. The Sandown class minehunters were retired together 15 years after they formed the vanguard of the Royal Navy's Op Kipion minehunting mission in the Gulf, a permanent presence that continues to this day.

Named after the town in the Isle of Man, Ramsey (pictured) has provided 21 years of service and sailed 175,000 miles, while Blyth clocked up 185,000 miles in 20 years, supporting operations in the Middle East, around the UK, and on NATO duties in northern European and Mediterranean waters.

Following refits at Rosyth, both are to be transferred to the Ukrainian Navy for further service in the Black Sea.

The Royal Navy's MCM fleet is to be replaced in the next decade by autonomous uncrewed boats and remotely controlled systems. Project Wilton is currently trialling a range of Autonomous Mine Counter Measures vessels at Faslane.

USS Arlington has arrived in Haiti in support of USAID. US NAVY

EARTHQUAKE RELIEF

HAITI

An international relief operation is under way in the aftermath of a 7.2 magnitude earthquake that wreaked havoc across the Tiburon Peninsula in southern Haiti in mid-August. The US government established Joint Task Force Haiti to coordinate Department of Defense and US Coast Guard assets, spearheaded by USS Arlington.

The amphibious landing ship was despatched from Norfolk, Virginia with two MH-60 Seahawk helicopters, a surgical team and 200 Marines. The expeditionary fast transport USNS Burlington is also on scene as a platform to launch UAVs for aerial surveillance, along with nine USCG cutters.

The Royal Fleet Auxiliary tanker RFA Wave Knight is stationed off the extreme west coast to support to the humanitarian response, with her flight deck used as a pitstop for US military helicopters, extending their range and time available to support the disaster relief efforts. France and the Netherlands have sent their West Indies guard ships FS Germinal and HNLMS Holland to assist.

GROWING IN STAGES

RoK NAVY

The Republic of Korea Navy (RoKN) has commissioned its first submarine capable of firing submarine launched ballistic missiles (SLBMs). RoKS Dosan An Chang-ho (SS-083) (pictured) entered service on 13 August. The diesel-electric attack submarine is the first of nine ever larger KSS-III class vessels, being built in three batches, which are planned to be in service by 2029.

The KSS-III are 18m longer and 3m wider than the preceding KSS-II boats in order to accommodate the vertical launch tubes housing the newly developed Hyunmoo-3C cruise missiles. The missiles have a range of 1,500km and are armed with a conventional warhead.

Batch 2 vessels are planned to be even larger, with ten vertical launch silos, compared to the six fielded on Batch 1 boats. They will also be upgraded with a lithium-ion battery system which offers greater range and underwater endurance than are provided by current lead-acid battery technology.

▲ **Two more KSS-III Batch 1 submarines will be delivered in 2022 and 2023.** DSME

Vikrant is slated for delivery in 2022, eight years later than originally planned.

CARRIER STARTS SEA TRIALS

INDIAN NAVY

India's first indigenous aircraft carrier (IAC-1), Vikrant, has conducted initial sea trials. Over five days the ship's performance, including hull, main propulsion, power generation and distribution and auxiliary equipment were tested as satisfactory in what was described by the Admiral overseeing the trials as an 'historic moment for the country'.

The domestic design and production of an aircraft carrier puts India in a select handful of countries. At 40,000 tonnes, the vessel is the largest by tonnage ever built in India and, at a cost equivalent of US$3.2 billion, the most expensive. She has 76 per cent indigenous content, including three grades of high-quality steel manufactured in India.

The ship is yet to be fitted out with weapon systems and undertake aviation trials, and the much-delayed delivery date is optimistically being targeted to coincide with the 75th anniversary of India's independence in August 2022.

TO BE MADE IN POLAND

POLISH NAVY

Poland's quest for newbuild frigates has been narrowed down to British/Danish, German and Spanish designs. Babcock is offering its versatile Arrowhead 140 frigate platform; Thyssenkrupp Marine Systems its MEKO A-300 PL, the latest variant of the MEKO frigate family; and Navantia with a platform based on the F-100.

Each will participate in a viability phase to propose a design tailored to the requirements of the Armaments Inspectorate of the Polish Ministry of Defence. The winning contractor will be announced in 2022. The ships are to be built locally at the PGZ shipyard in Gdynia through a technology transfer contract. All three are due in service by 2034. The so-called Swordfish coastal defence vessels are planned, to replace the Polish Navy's two ageing Oliver Hazard Perry class frigates.

TURKMENISH DELIGHT

TURKMENISTAN NAVY

The Caspian Sea republic of Turkmenistan, once part of the USSR, has commissioned its first ever corvette. The 1,600-tonne warship was officially named Deniz Han (01) during a high-profile ceremony at the Turkmenbashi naval base on 11 August.

The 91m vessel is based on the general-purpose C92 export design jointly developed by the Turkish Daersan and Gülhan Shipyards. Their marketing lists the weapons fit as including two eight-cell vertical launching silos for MBDA's VL MICA short-range anti-aircraft missiles, an eight-cell MBDA Otomat Mk 2 anti-ship missile system, two 25mm and two 12.7mm Stabilised Automatic Machine Guns, and a 35 mm Roketsan Gokdeniz CIWS.

Deniz Han is also fitted with torpedo launchers and ASW rocket launchers. The vessel is also equipped with a flight deck for helicopter and vertical landing drone operations, although there is no hangar.

▲ The C92 corvette is the latest of many Turkish exports to the Turkmen Naval Forces. GÜLHAN SHIPYARD

BRIEF NEWS

ROYAL NAVY • HMS Monmouth was officially retired from service on 30 June. The Type 23 frigate has been laid up in Devonport since 2019 and was withdrawn without a formal decommissioning ceremony. The vessel is to be towed to Portsmouth to be handed over to the Disposal and Reserve Ships Organisation for scrapping. Monmouth, along with HMS Montrose, was selected for disposal in the 2021 Integrated Defence Review to reduce maintenance costs

BRAZILIAN NAVY • Another of the British Type 22 frigates transferred to Brazil has gone with the decommissioning of BNS Greenhalgh (F46) on 10 August. The former HMS Broadsword was one of four Batch 1 frigates and three River class minesweepers sold to Brazil for £100 million in 1994. Of the frigates, only BNS Rademaker (ex-HMS Battleaxe) remains in service. Dodsworth (ex-HMS Brilliant) and BNS Bosisio (ex-HMS Brazen) were decommissioned in 2003 and 2015

MALAYSIAN NAVY • The Royal Malaysian Navy has successfully conducted a complex live fire exercise during its domestic Taming Sari 2021 naval exercise. The multiple-missile shoot against a surface target involved the coordinated launch of two surface-launched Exocet MM40 Block II missiles from the frigate KD Lekiu, the corvette KD Lekir and an Exocet SM39 Block II anti-ship missile from the submerged Perdana Menteri (Scorpene) class submarine KD Tun Razak.

RAN • The newly commissioned fleet tanker HMAS Supply has carried out her first replenishment at sea. The successful transfer of diesel fuel to HMAS Anzac marks a significant milestone for the RAN's resupply-at-sea capability, with a new class of purpose-built ships The RAN has also announced that the third Hobart class air warfare destroyer, HMAS Sydney, has achieved final operational capability, meaning all are now available for operational deployment.

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BRIEF NEWS

WORLD SHIPBUILDING REBOUNDS • According to Lloyd's List Intelligence's monthly publication 'Shipbuilding Outlook', a total of 2,059 ships were launched in 2020, representing a combined deadweight of 92.3 million tonnes, while 2021 is expected to see over 114 million deadweight tonnes launched as world shipbuilding rebounds

BOXSHIPS SOLD • The 9,288TEU container vessels CMA CGM Magdalena and Adonis, both of 115,639dwt, have been sold by Capital Product Partners of Piraeus, Greece to unidentified buyers for $195.0 million en bloc. The twin wide-beam Eco-Flex ships were completed by South Korea's Daewoo-Mangalia Heavy Industries in 2016

GLOBUS BUYS KAMSARMAX • Globus Maritime Limited of Greece has expanded its fleet to eight dry bulk carriers with a total carrying capacity of 544,420dwt following the purchase of the ten-year-old Power Globe for $16.2 million. Completed by Japan's Universal Shipbuilding Corporation in 2011, the Kamsarmax-size vessel has a carrying capacity of 80,655dwt.

GRINDROD TAKES OVER IVS BULK • Singapore-based Grindrod Shipping Holding Ltd has acquired the remaining 31.14 per cent of the IVS Bulk Joint Venture from Bain Capital Credit for $46.3 million, giving it an expanded fleet of 31 bulk carriers and one product tanker.

MOL ORDERS LNG-FUELLED PCTCS • Japan's Mitsui OSK Lines has ordered four LNG-fuelled PCTCs from compatriot builders Shin Kurushima Dockyard and Ninon Shipyard for delivery starting in 2024 as part of its plan to have a 90-vessel LNG-fuelled fleet by 2030. The new ships will have a 7,000CEU capacity. JS

HEAVYLIFTERS GET TOGETHER

The 12,802gt lift-off cargo ship Rolldock Sea is part of the Roll Group's fleet. KR SPEN ATK NSON

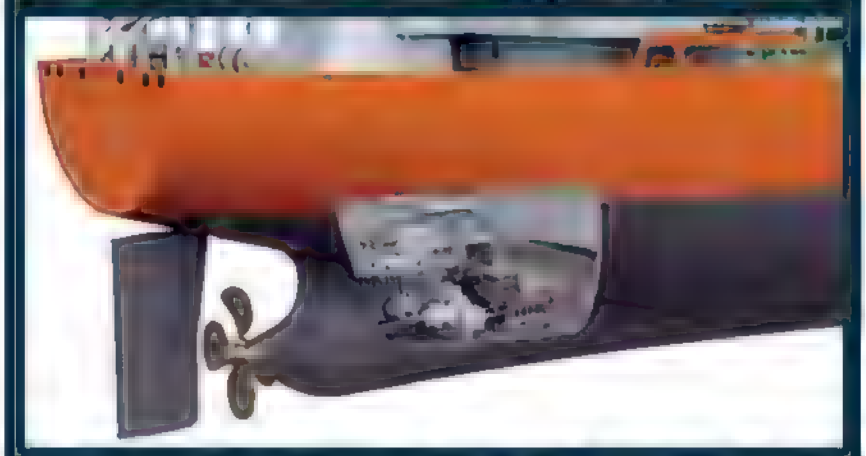
INDUSTRY NEWS

Dutch heavy-lift specialist Roll Group entered into a strategic partnership in mid-August with Adnoc Logistics & Services, the shipping and maritime logistics subsidiary of Abu Dhabi National Oil Company. The partnership will enable the two companies to offer end-to-end heavy lifting and transport solutions for both onshore and offshore projects.

The partnership is expected to reduce project costs for customers. As part of the agreement, Roll Group will set up a permanent base at Adnoc's offshore supply base at Mussafah.

Formed in 2006, Amsterdam-based Roll Group own five float-in float-off, roll-on roll-off and lift-on lift-off cargo ships, built between 2010 and 2016, and operated under the RollDock brand, while their BigRoll brand oversees three large module carriers, all engaged in the carriage of modules and other heavy loads for the oil and gas industry. KA

NEW MACHINERY PROPOSED



▲ A new machinery arrangement by Wärtsilä/RINA encompasses two four-stroke dual-fuel main engines with electric back-up. RINA

SHIP POWER

Engine builder Wärtsilä and classification society RINA have developed a new propulsion machinery arrangement as an alternative to the conventional approach of using large two-stroke main engines for propulsion and smaller four-stroke engines for electric power generation.

The arrangement would feature twin Wärtsilä four-stroke 31DF engines operating on LNG that would provide the same or better efficiency than an equivalent two-stroke design while having fewer components, as well as 100 per cent redundancy.

The design is claimed to achieve a reduction of up to 50 per cent from a ship's Energy Efficiency Design Index (EEDI) reference level value, as well as immediate compliance with the IMO's 2030 emission targets. JS

LNG-FUELLED CAR CARRIERS

NEWBUILD

Sweden's Wallenius has ordered two 200m by 37m pure car carriers from Chinese shipbuilder CIMC Raffles that will be completed to a concept design developed by Knud E. Hansen. The twin ships, capable of carrying up to 6,500 vehicles, will operate on LNG and be fitted with Type C fuel tanks. The two vessels, to be long-term chartered to Volkswagen, will be delivered in 2023-24 and may be followed by up to four additional ships of similar size. JS

▲ A series of new LNG-fuelled car carriers to be built for Wallenius will have a speed of 19 knots and use shore power while berthed. WALLENIUS

OOCL LAUNCHES NEW ROUTE

The 89,010gt OOCL Washington arriving at Southampton; she is one of the company's transatlantic boxboats. KRISPEN ATKINSON

NEW SERVICE

Container carrier Orient Overseas Container Lines (OOCL) has launched a rail-sea service connecting China to the US East Coast, using the Asia/Europe landbridge and the Atlantic. With congestion at US West Coast ports, caused by high demand on China-to-US services, the alternative route is being offered, providing a more timely and stable service.

The service brings together OOCL Logistics and OOCL's Liner services, with containers being loaded in Xi'an and taken by rail to Kaliningrad on the 'Chang-An' China-Europe block train. From the Russian port, the containers are then taken by feeder container ship to Bremerhaven. OOCL currently have two services which operate to the US East Coast from the German port, Atlantic East Coast Express 1 (ATE1) and Atlantic Gulf Express (ATG1).

Believed to be the first of its kind operated by an ocean-carrier, the first train on the new service left Xi'an on 4 August. KA

NEW BULKER FOR BERGE

NEWBUILD

Singapore-based Berge Bulk has taken delivery of the bulk carrier Berge Bobotov from China's Bohai shipyard. Named after Bobotov Kuk peak in northern Montenegro, the new ship measures 300m by 49m and sails under the flag of Isle of Man. She joins a fleet of 85 other Berge vessels with a combined capacity of 14.5 million deadweight tonnes ranging from handysize to capesize, the latter including some of the largest ore carriers ever built. JS

▲ Recently completed by Bohai Shipyard, the 210,000dwt Berge Bobotov has joined the fleet of Singapore-based and Hamilton-headquartered Berge Bulk. BERGE BULK

HARLAND & WOLFF BUILT

▲ The Harland & Wolff-built tanker Mongolia has been sold for scrap. S SMITH

TANKERS

One of the last vessels built by Harland & Wolff at Belfast has been sold for scrap. The yard built a number of Suezmax crude oil tankers for Fred. Olsen between 1992 and 1996. Yard number 1736 was delivered as Knock Muir in 1996. A number of sales resulted in name changes to Eilen P., Front Hunter, Hunter and Mongolia . As Mongolia she spent extended periods in Rotterdam from 2012.

In 2018 she was converted to a floating storage and offloading (FSO) vessel for operation off Nigeria. A recent sale to Asian breakers saw her name shortened to Lantic from Atlantic 1 and she sailed from Lagos in early August bound for Port Louis. SS

CMA CGM GOES FOR LNG

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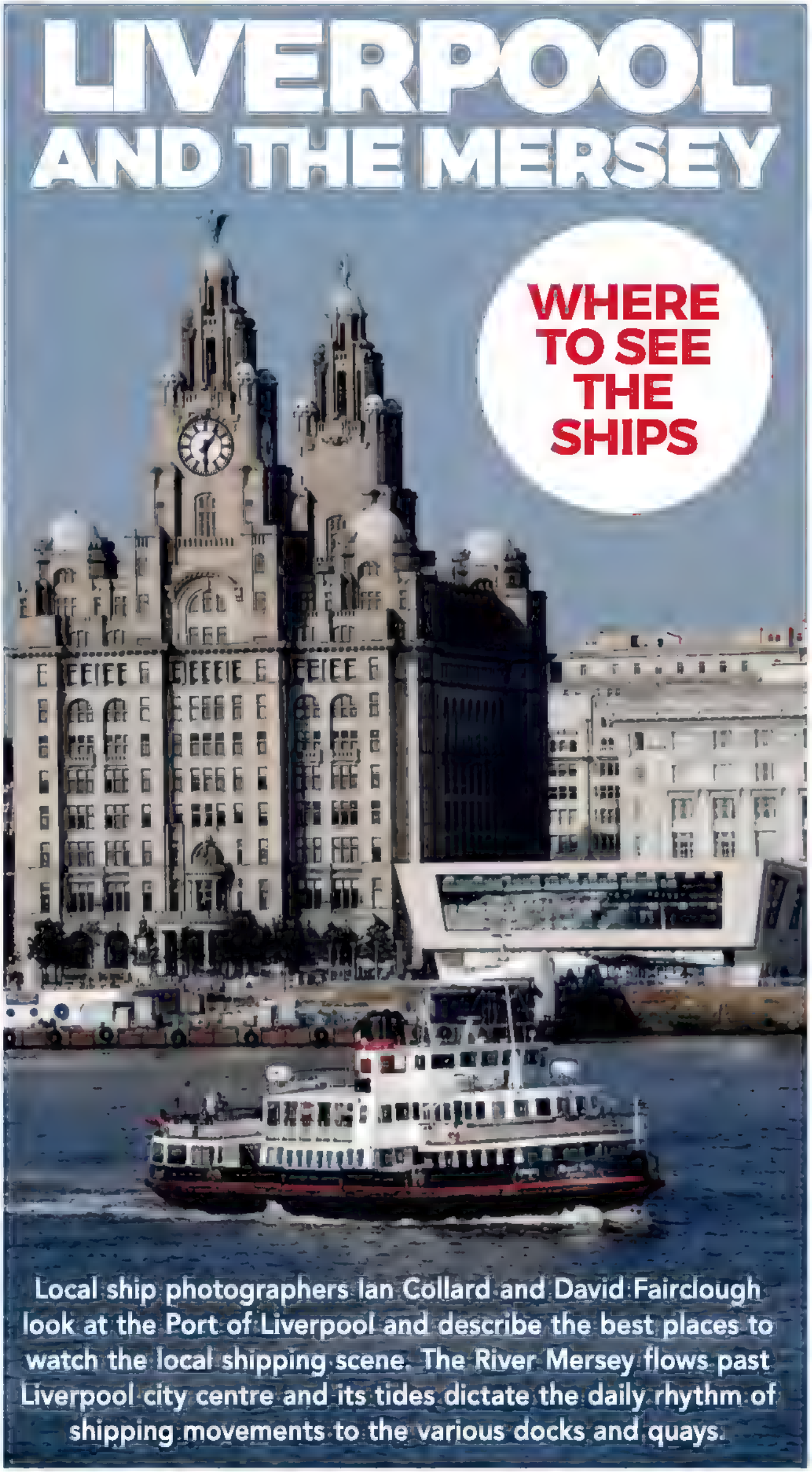
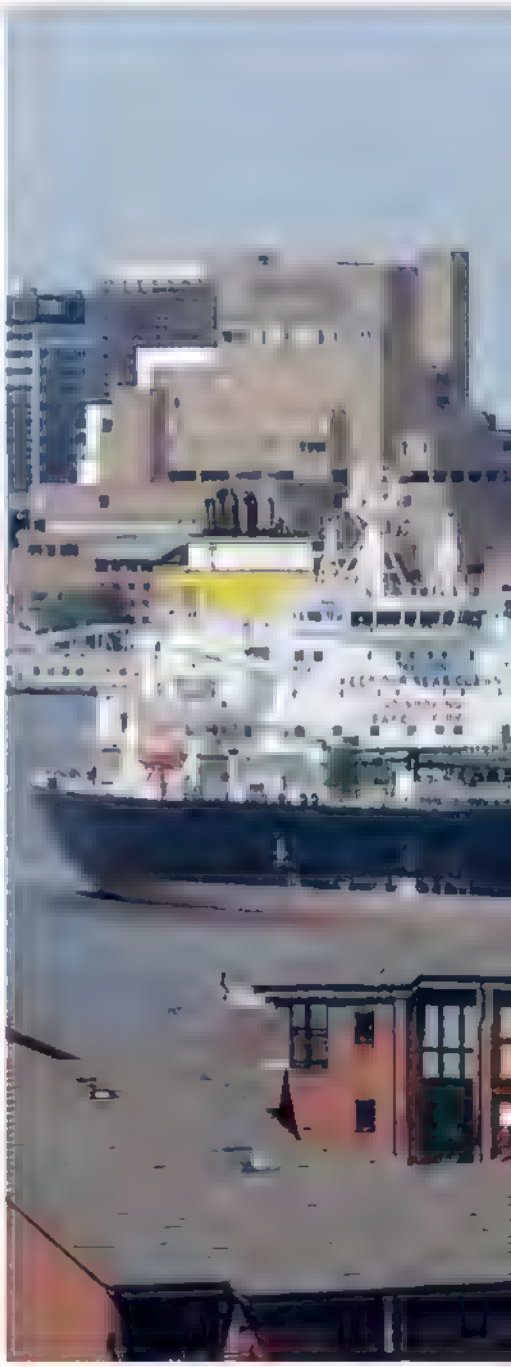
LIVERPOOL AND THE MERSEY

WHERE TO SEE THE SHIPS



Local ship photographers Ian Collard and David Fairclough look at the Port of Liverpool and describe the best places to watch the local shipping scene. The River Mersey flows past Liverpool city centre and its tides dictate the daily rhythm of shipping movements to the various docks and quays.



The River Mersey is one of the world's most famous waterways, home of the stunning waterfront in the city centre with the 'Three Graces' – the Liver Building, the Cunard Building and the Port of Liverpool Building. They are located at the Pier Head from where the Mersey Ferry takes commuters and tourists across to the Wirral. Just along from here is the Isle of Man Ferry Terminal and Liverpool Cruise Terminal. Opposite the Pier Head is the Twelve Quays ro-ro terminal, where ferries sail to Belfast.

The Port of Liverpool is the enclosed 7.5-mile dock system, which runs from Brunswick Dock in South Liverpool to the Royal Seaforth Dock on the east side of the River Mersey, and the Birkenhead

ATLANTIC CONTAINER LINE

A regular shipping line operating from the Royal Seaforth Dock are the Atlantic Container Line G4 con-ro ships on rotations from the USA, Halifax NS, Hamburg and Antwerp. The vessels carry containers and ro-ro traffic. The ships manage to squeeze into Gladstone Lock with inches to spare, before berthing in the Royal Seaforth Dock.

As a general guide, the ACL ships pass the Bar Light four hours before high water and dock in Gladstone an hour later. New Brighton gives good views of the ship and tugs as they swing in the river, so that by the time they pass Rock Light they are positioned across the river. The outbound ships normally leave Gladstone an hour before high water.

▲ **A typical Mersey shipping scene: the 62,557gt crude oil tanker Sola TS approaching Tranmere seen from St Marys Bell Tower.** DAVID FAIRCLOUGH

▼ **The 1999-built water injection dredger Iguazu is a regular in the Mersey Channel and can often be seen from Crosby Beach.**

Spotting Location

CROSBY BEACH

Every ship entering the Mersey passes Crosby Beach in Sefton. Crosby Beach is the permanent home to Sir Antony Gormley's art installation 'Another Place', which consist of 100 cast-iron life-size figures stretched along the coastline for three kilometres and which are covered by water as the tide comes in. The locals have taken the 'iron men' to their hearts and sometimes you will see the figures dressed up.

PHOTOGRAPHY The figures can provide an interesting foreground to photographs of the passing ships and form part of Crosby Coastal Park, which includes sand dunes and a marina and offers coastal walks. Along with passing ferries, the container ships heading to Royal Seaforth Dock are easily visible from Crosby Beach, approaching a few hours ahead of high tide.

ACCESS You can reach the beach by the Merseyrail network using three stations: Waterloo, Crosby & Blundellsands or Hall Road.

PARKING Council car parks are at Waterloo Lakeside (L22 1RR), Crosby Baths (L23 6SX) or Burbo Bank Road (L23 8TB).

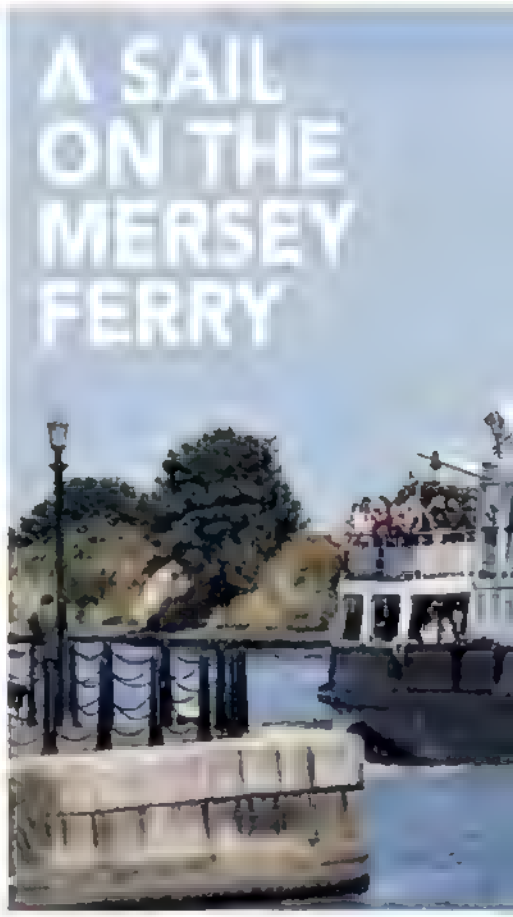
Seatruck Power outbound to Dublin as seen from Crosby Beach. DAVID FAIRCLOUGH

Docks between Birkenhead and Wallasey on the west side of the river. They are accessed by three locks. On the Liverpool side, the Gladstone and Langton Locks provide access, while on the Wirral side there is the Alfred Lock.

The port was extended in 2016 with the building of Liverpool 2, an in-river container terminal at Seaforth Dock. The terminal can berth two 14,000TEU post-Panamax ships. There are also docks in Garston to the south of the city, and the river has the entrance to the Manchester Ship Canal, which includes the docks of Stanlow Oil Refinery. Cammell Lairds shipyard and drydocks are also on the Wirral side of the river. Just south of Laird's is Tranmere Oil Terminal. With so many ports and docks, the river hosts a diverse range of shipping, from cruise liners and ferries to small cargo ships and wind farm traffic.

FERRY TRAFFIC PATTERNS

The Mersey is a good place to photograph various Irish Sea ferries. The morning



▲ A great way to see the ships is to take a trip onboard the iconic Mersey Ferry. During the weeks, there are commuter sailings to Seacombe and Woodside on the Wirral. Between 1000 and 1600 and at weekends, the ships operate the River Explorer Cruise which lasts 50 minutes and takes in a loop of the river, calling at the Wirral terminals on route.

Spotting Location

EASTHAM

Manchester Ship Canal locking operations commence four hours before High Water Liverpool and end four hours after high water. As a general rule, outward vessels leave the canal before high water and inward vessels enter after high water. The Queen Elizabeth II Oil Dock generally sees movements from three hours before to three hours after high water.

A good place to see ships approaching is at Eastham (CH62 0AU) on Ferry Road. Take the Eastham exit from the M53, turn left at the roundabout, and follow the Eastham Ferry/Eastham Country Park signs. There is a large pay and display car park as well as parking on the road. A viewing point can be reached just ahead of the locks.

From Easter to October, Mersey Ferries offer cruises along a section of the Manchester Ship Canal, which allow passengers to see the workings of the locks and the small tankers berthed at Stanlow Oil Refinery. The refinery receives a number of small tankers on a regular basis. Various coasters also sail to Runcorn and up to Salford with different cargoes, such as cement.

The small tanker Stolt Auk leaves the Manchester Ship Canal at Eastham. DAVID FAIRCLOUGH

Stena Edda approaching Twelve Quays, as seen from Woodside Ferry Terminal. DAVID FA RCLOUGH

Spotting Location

PIER HEAD AND THE ROYAL ALBERT DOCK

The Pier Head and Royal Albert Dock have been places where people have been able to view, participate and enjoy many of the major maritime celebrations and events over the last century or so. It is the city's equivalent to the Sydney Opera House, Fisherman's Wharf at San Francisco or the Manhattan Piers in New York. The original landing stages were constructed around 1850. The northern section was known as Princes Landing Stage, with Riverside Railway Station located on Princes Parade.

The stages were scrapped in the 1970s when the passenger liners finished operating from Liverpool and a stage was installed for the Mersey ferries and the Manx vessels. A new landing stage for the Mersey Ferries services to Birkenhead and Seacombe has been installed and the Liverpool Cruise Terminal provides facilities for the cruise ships visiting and operating from the port. The Royal Albert Dock was opened in 1846 and is the home of the Merseyside Maritime Museum.

ATTRACTIONS The Tate Liverpool and the Beatles Story Museum are also located at the Royal Albert Dock. It is a popular tourist attraction and can get very busy, especially during the summer.

PARKING The Pier Head and Cruise Terminal are a five-minute walk from the large car parks at the Royal Albert Dock (L3 4AA). Numerous car parks are available and there is limited on-road pay and display parking. Merseyrail to Moorfields and James Street Station.

Spotting Location

MONKS FERRY & BIRKENHEAD PRIORY

Monks Ferry at Birkenhead is situated on the river bank to the north of Cammell Laird's shipbuilding yard. It is an ideal place to photograph vessels arriving and leaving the yard, as well as tankers berthing at the Tranmere Oil Terminal and ships heading to the Manchester Ship Canal.

ACCESS Take the Town exit from the Queensway Tunnel and proceed down Chester Street, following the St Mary's Church and Monk's Ferry signs. There is a small pay and display car park.

THE PRIORY Around the corner is Birkenhead Priory (CH41 5JH), the oldest building in the area. The Priory is home to St Mary's Tower, which is conveniently situated next to the drydocks at Cammell Laird. The top of the tower is accessed by a steep spiral staircase, and from the top you can take good photographs of any vessels in the drydocks at the shipyard and wet basin. Admission is free and they are open Wednesday to Friday 1200-1600, and Saturday and Sunday 1000-1600. Ships accessing Cammell Laird's docks normally access the river a couple of hours prior to high water, and movements continue until the tide turns.

Manannan in Cammell Laird's dock, as seen from Bell Tower, March 2020.

PARKING On road parking is free.

▲ Stena Mersey outbound to Belfast, passing New Brighton.

▼ Liverpool pilot boat Gannet in the River Mersey. DAVID FARCLOUGH

sailings from Dublin and Belfast arrive in the Mersey between 0500 to 0630, with the return sailings leaving between 0930 and 1100. The evening movements normally start with the P&O Ferries arriving at Gladstone from Dublin around 1600 and the Seatruck FSG freight ship at Langton Lock after 1730.

The Stena ferries normally pass the Bar Light about 1715 arriving from Belfast, sailing from Twelve Quays between 2100 and 2230. Ferries to the Isle of Man sail twice daily, most days in the season operated by the Steam Packets fast craft *Manannan*. During winter, the ro-pax *Ben-my-Chree* normally makes a lunchtime arrival at Twelve Quays. This will change when the new Isle of Man terminal is constructed just north of the Cruise Line Terminal, coming on stream by 2023.

FREIGHT TRAFFIC

As a general guide, inbound freight vessels may be seen entering or leaving the locks

The container ship Independent Spirit approaching New Brighton. IAN COLLARD

Spotting Location

NEW BRIGHTON AND FORT PERCH ROCK

Fort Perch Rock is a former defence installation in New Brighton, overlooking the mouth of Liverpool Bay. The Fort was built in the 1820s to defend the Port of Liverpool. The promenade and building are opposite Gladstone Lock, which is the main entrance to the Royal Seaforth Dock and Container Terminal.

PARKING There are large free car parks at New Brighton, which is now a vibrant resort providing recreation, leisure and other facilities, with many pubs, restaurants and cafes, as well as public toilets (CH45 2JU).

TRAINS New Brighton can be reached using Merseyrail's Wirral Line trains from the City Centre.

▼ Seatruck Power heads out in a storm at New Brighton. DAVID FARCLOUGH

Spotting Location

SEACOMBE FERRY, ALFRED DOCK AND BIRKENHEAD DOCKS

The entrance to Alfred Dock is directly opposite Liverpool Pier Head and the Liverpool Cruise Terminal. All ships entering the Birkenhead dock system pass through Alfred Dock and pass under the bridge on Tower Road to proceed to one of the unloading berths in the East and West Float.

ACCESS From the main exit from the Kingsway road tunnel, follow the Seacombe signs along Dock Road.

MERSEY FERRIES operate a morning and evening commuter service from Seacombe to Liverpool and the ferry calls every hour as part of the River Explore Cruise programme.

PARKING A large free car park is at the Seacombe Ferry Terminal and refreshments are available at the ferry café (CH41 1FB).

The cargo vessel Eems Dollard lines up to enter Alfred Lock, as seen from Seacombe ferry, December 2020. DAVID FAIRCLOUGH

▲ The Cunard liner Queen Mary 2 at Liverpool, moored at the Cruise Terminal. DAVID FAIRCLOUGH

about three hours before high tide. Traffic heading to the Manchester Ship Canal normally passes the Bar Light at the entrance to the channel about two hours ahead of high water. The Mersey Pilots calculate the depths of water required for vessels to negotiate the passage from the Bar Light at the entrance to the channel, around the channel bend at Formby, and the effect of the tide on ships' approaches to the locks and berths. Safe passage relies on the professionalism of the local pilotage service.

Spotting Location

MARINERS PARK & EGREMONT

▲ The cruise ship Viking Venus departs Liverpool, 24 May. IAN COLLARD

The Liverpool Home for Aged Mariners at Egremont was built by William Cliff, a Liverpool merchant, in memory of his daughter Rosa Webster. The main building was surrounded by a tower 135ft high, which contained a clock and bell. It was closed in 1977 and has since been demolished. A new home has subsequently been built, and on the site there are a number of bungalows, apartments and homes for retired mariners and their widows.

LOCATION The building is on a hill off the promenade opposite Huskisson Dock on the Liverpool side of the river, and is a perfect location for photographing ships in the river and cruise vessels arriving and departing from the Cruise Terminal.

ACCESS Egremont Promenade on the Wirral provides views over the river and is easy to access from the A554: turn right at the traffic lights down Newlands Road Road, where there is free parking opposite the Egremont Public House (CH44 8DF).

PARKING The location (at CH44 0AE) has free on-road parking.

TRANMERE OIL TERMINAL

All of Stanlow Oil Refinery's crude oil arrives at Tranmere Oil Terminal by tanker, a total of nine million tonnes a year. Tranmere Oil Terminal is situated on the west side of the River Mersey, a mile and a half south of Birkenhead, opposite the Albert Dock Complex and Liverpool City centre. Opened in 1960, it handles vessels of up to 65,000 tonnes. At present it is capable of handling cargo sizes up to 170,000 tonnes on part-laden Very Large Crude Carriers (VLCCs). It is connected to the Stanlow Oil Refinery by a 15-mile pipeline.

Large oil tankers heading for Tranmere pass the Bar Light Float approximately two hours before high water, and put out their first mooring lines shortly after high water. Such vessels usually use at least two tugs. Outbound large tankers depart Tranmere Oil Terminal approximately four hours, or less, before high water, depending on their draught, the tide height and traffic requirements.

The departure procedure involves swinging the vessel through approximately 180 degrees off the jetty, for which a minimum of two tugs will be employed. Around 140 vessels, some of which are carrying up to 170,000 tonnes of crude oil, will arrive at the Wirral terminal every year.

The tanker Everest Spirit at Tranmere Terminal, seen from St Mary's Tower. DAVID FAIRCLOUGH

THREE SHIPS CALLED HMS DREADNOUGHT

Patrick Boniface looks back at the Royal Navy's battleship and nuclear-powered submarine, which both carried the famous name Dreadnought, and looks forward to the future Dreadnought, which will serve well into the 21st century.

In a quiet corner of Rosyth Dockyard in Scotland lies a small but hugely significant piece of naval history which has been largely forgotten. Its sleek, black and sinister outline clearly identifies it as a submarine, but other markings, names and its distinctive conning tower have all been removed.

This gently rusting hulk is what remains of Britain's first nuclear-powered submarine, HMS *Dreadnought*, which entered service in 1963. She was not, however, the first revolutionary warship to bear the name, nor will she be the last, as a new huge ballistic missile submarine class bearing the name is currently under construction.

THE BATTLESHIP

Fierce rivalry between the world's leading naval powers at the turn of the 20th century led to a competition to design and build the best naval warships. This rivalry involved Japan, the United States, France, Germany, Italy and, of course, the world's then premier naval power, Britain.

Prior to 1906, battleships were designed primarily to get as many guns afloat as possible and thus overpower any aggressor. The guns' distribution aboard ships involved using different calibres and sizes, and their distribution could be cumbersome. These ships became known as the 'Pre-Dreadnoughts'. They continued to play an important role in naval fleets around the world, but their capabilities were inferior to those of the new Dreadnought.

Dreadnought was the brainchild of Sir John 'Jacky' Fisher, First Sea Lord of the Royal Navy. Soon after his appointment to the position,

▲ No fewer than 13 Royal Navy vessels have born the name Dreadnought since 1553, but it is the 1906 battleship, pictured, which lent her name to a whole class of warship.

◀ HMS Dreadnought after her keel had been laid in 1906. She was built in great secrecy and at extraordinary speed at Portsmouth Dockyard.

▼ HMS Dreadnought in all her glory.

he ordered designs to be drawn up for a new type of battleship, which had only a single calibre main gun, in this case 12 inches, and a speed of 21 knots, greater than most of the existing ships. To achieve the latter, he specified a new type of Parson's direct drive turbine be installed, making her the first capital ship to be equipped with these engines.

Steam was produced by 18 Babcock and Wilcox boilers housed in three boiler rooms. The ship was also to have improved Krupp armour plating, protecting the vital areas, and improved sub-division of compartments to protect against torpedo and bomb attack. As a result, the ship was much larger than the contemporary Lord Nelson class battleships.

Dreadnought had an overall length of 527ft, a beam of 82ft 1in and a draught of 29ft 7.5in. She displaced 18,410 tons and was armed with ten 45 calibre BL 12 Mark X guns in five turrets. Three of the turrets, unlike in most previous classes of battleships, were mounted on the centreline of the ship, allowing the guns to aim at targets either side of the ship.

Two further 12-inch turrets (P and Q) were mounted as 'wing turrets' roughly amidships. Each gun could fire an 850lb shell and had a range of 16,450 yards. HMS *Dreadnought*'s secondary armament consisted of 27 50-calibre 3-inch 12-pounder Mk.1 guns and a pair of QF six-pounder Hotchkiss AA guns and five underwater torpedo tubes. In 1906 fire control technology was in its infancy, but *Dreadnought* was fitted with one of the first Barr and Stroud FQ-2 electronic rangefinders.

Construction of the new ship started with the stockpiling of a great amount of material in order to ensure that the ship's extremely tight delivery schedule of a year was met. On 2 October 1905 work started on the ship proper at Portsmouth Dockyard's No.5 slip. Great secrecy surrounded the project, and details of the ship's construction were given as if she was just another ordinary vessel being built by the yard.

Men working on the ship had to put in 69-hour weeks, including compulsory overtime, and only had half-hour lunchbreaks. On 10 February 1906, with a bottle of Australian wine, the ship was christened as HMS *Dreadnought* by King Edward VII after only four months on the slipway, and just six days since the hull was completed. The bottle failed to smash across the new battleship's bows, despite several attempts. The battleship was then moved into No.15 dry dock to be completed. Only when she was handed over to the Royal Navy on 11 December 1906 was it announced how revolutionary the new battleship was.

During trials off Cornwall, Dreadnought reached 21.6 knots on the measured mile. Further trials took place in

▲ HMS Dreadnought coming alongside HMS Forth, Singapore, November 1967.

▲ HMS Dreadnought alongside at Singapore in 1967. AUTHOR'S COLLECTION

the Mediterranean. HMS *Dreadnought* caught the attention of the world's media, while even her designers were taken aback by the success of the new design. Captain Reginald Bacon, Fisher's former Naval Assistant Designs said, 'No member of the Committee on Designs dared to hope that all the innovations introduced would have turned out as successfully as had been the case'.

The construction of this super warship led to an increase in the rivalry between the great naval powers as each tried to outdo the other with ever more powerful warships.

At the start of World War I *Dreadnought* was based at Scapa Flow, but despite being such a technological marvel at the time of her completion, she played only a small part in the war. Her only notable contribution was the ramming and sinking of the German submarine U-29 on 18 March 1915. After the war she was relegated to secondary roles, before being sold on 31 March 1920 to Thos W. Ward at Inverkeithing for scrap.

NUCLEAR SUBMARINE

The next Dreadnought was built in the post-World War II era. The development of atomic power from the 1940s led to the building of nuclear-powered warships, which were found to be particularly well suited for underwater warfare. Since 1946 the Royal Navy had been investigating this form of propulsion, but it was the United States, in 1955, who built the first atomic submarine, USS *Nautilus*. She transformed submarine warfare, as no longer did submarines have to surface to recharge batteries using diesel engines and thus give away their position.

Nuclear power also meant the submarine had a virtually unlimited range and endurance. In fact the submarine was limited only by the endurance of her crew and the amount of supplies that could be carried on board. Seeing the capabilities of USS *Nautilus*, the Royal Navy realised this was the future. However, America was not, initially, agreeable to sharing the technology, not even with a partner nation like Britain.

It was only through gentle persuasion and negotiation by the likes of Admiral The Earl Mountbatten of Burma, the First Sea Lord, and Flag Officer Submarines Sir Wilfred Woods, and on the American side by US Navy Chief of Naval Operations Admiral Arleigh Burke, that eventually the USA shared some of the technology. Britain had its own nuclear programme under way but, in order to meet tight in-service dates, the design of the new submarine involved some compromises, namely that it would have an American S5W reactor, although everything else was of British construction.

On 12 June 1959 the first steel plates of the new submarine were laid down at Vickers Shipbuilding at Barrow-in-Furness. Launched by Queen Elizabeth II on 21 October 1960 (Trafalgar Day), she was commissioned

▲ The nuclear-powered submarine HMS Dreadnought at sea. She was the first British submarine to surface at the North Pole.

into the Royal Navy on 17 April 1963. Just like her predecessor 50 years before, the new submarine HMS Dreadnought revolutionised underwater warfare overnight.

Submarine operations are notoriously secretive, but on 24 June 1967 it is known that the submarine was ordered to sink the wreck of the German ship *Essberger Chemist* with three torpedoes, and in 1977 she was part of a Royal Navy task force sent to the South Atlantic to deter Argentine invasion plans for the Falkland Islands, together with the frigates HMS *Alacrity* and HMS *Phoebe*, during Operation Journeyman. By the late 1970s *Dreadnought*'s maintenance was becoming an issue, and she was withdrawn from the fleet in 1980. She spent some time in reserve at Chatham Dockyard before that dockyard closed, and she was then moved to Rosyth Dockyard in Scotland, where she has been ever since. She and other retired nuclear boats are stored awaiting their fate, as the Ministry of Defence's Submarine Dismantling Project (SDP) is developed.

There is a campaign to preserve the submarine, possibly at Barrow-in-Furness, but such ambitions are fraught with difficulties, not least because of the issues of making the nuclear reactor in the submarine safe.

▲ HMS Dreadnought at Chatham Dockyard being eased into the River Medway.

▲ Her final resting place: HMS Dreadnought laid up at Rosyth. DAVID C MATTHEWS

An impression of the future HMS Dreadnought.

A 21st CENTURY DREADNOUGHT

The future HMS Dreadnought will be bigger and more capable than her predecessor, and will carry the UK's independent nuclear deterrent into the second half of the 21st century, replacing the current Vanguard class boats. Like the Vanguards, the new Dreadnought class, which will consist of HMS Dreadnought, HMS Valiant, HMS Warspite and HMS King George VI, will be armed with 16 of Trident II-D-5 missiles, each armed with up to eight independent delivery systems.

In 2016 the government announced its intention to build a successor class of ballistic missile submarines and that the first in the four-vessel programme would be named HMS Dreadnought. The design process, however, had begun in May 2011, when the first initial assessment phase for the new submarines' design commenced. It also saw the ordering of the first long-lead items, such as the specialist steel needed for the hull, and some nuclear components.

The first steel was cut for the future HMS Dreadnought on 6 October 2016. The four-vessel programme will cost the British taxpayers £31 billion and HMS Dreadnought is expected to enter service around 2028. The vessels are expected to have a service life of between 35 and 40 years.

The first three craft are named in honour of famous battleships of the 20th century, although Warspite and Valiant were also used for two of the RN's first-generation SSNs. The fourth of the ballistic missile submarines, HMS King George VI, will become the first Royal Navy vessel to be named in honour of father of the Queen, who was also a former naval officer.

DISPLACEMENT 17,200 tons (16,900 long tons; 19,000 short tons)
DIMENSIONS 153.6m (504ft) x 12.8m (42ft) x 12m (39ft 4in)
PROPULSION Rolls-Royce PWR3 nuclear reactor, turbo-electric drive, pump-jet
RANGE Limited only by food and mechanical components
COMPLEMENT 130
ARMAMENT Four 21-inch (533mm) torpedo tubes for: Spearfish heavyweight torpedoes; 12 ballistic missile tubes for 8 to 12 Lockheed Trident II D5 SLBMs (carrying up to eight warheads each)

TRANSATLANTIC QUEENS

Cunard Line has operated a series of famous transatlantic liners, with the famous 'Queens', from *Queen Mary* of 1936 to *Queen Mary 2* of 2004, becoming well known throughout the world. Cunard owes its origin to the mail contract which it was awarded by the British Government through the Admiralty in 1838, since when it has been operating liners to take passengers and cargo across the Atlantic.

When the diminutive paddle steamer Britannia left Liverpool on 4 July 1840, bound for Halifax and Boston with a mail contract securing her employment on the route, the future for Cunard was bright, and for many years the line dominated the transatlantic route. However, several times the future of the enterprise looked less than secure as it fell behind the competition in terms of the size, speed and passenger offerings on its ships. Nonetheless, Cunard strived to advance and invested in new tonnage, such as *Lusitania* and *Mauretania* in 1907.

The Depression of the 1930s left Cunard once again vulnerable, with the company having a massive ship, half-built (the future *Queen Mary*) but without the funds available to complete her. The solution was to merge with its equally ailing one-time rival White Star Line under a government-brokered deal that included loans to complete the ship and secure funds for a second ship.

The naming of any new ships for the joint venture was problematic: should Cunard adopt its '-ia' ending, or use White Star's 'ic'? The solution was neither, with a new naming nomenclature seeing the introduction of the now classic 'Queen' naming. This was originally confined to transatlantic liners, notably *Queen Mary*, *Queen Elizabeth*, *Queen Elizabeth 2* and *Queen Mary 2*, but following Carnival's acquisition of Cunard in 1998, all Cunard newbuilds have been 'Queens'.

The first of Cunard's classic transatlantic liners was *Queen Mary*, which sailed from 1936 to 1967, having been built

Possibly Cunard's most famous liner, Queen Elizabeth 2, entered service in 1969 and looked good from every angle. MICHAEL GALLAGHER COLLECTION

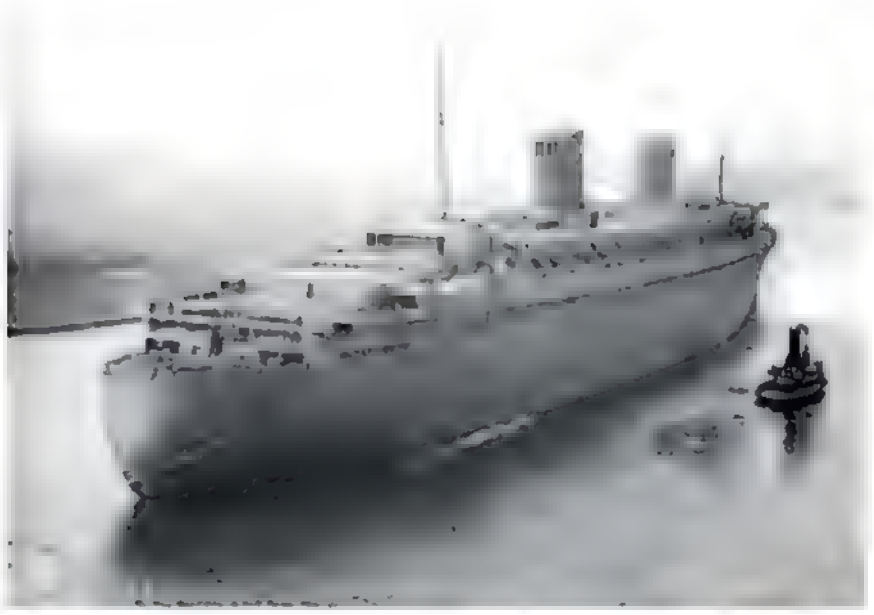
Cunard Line's famous transatlantic Queens have fascinating histories, which have been recounted by QM2 designer Stephen Payne in a new World of Ships book.

by John Brown & Company at Clydebank. The second Queen, *Queen Elizabeth* of 1940, played a major role in the wartime effort and went on to have a long career in the post-war era. *Queen Mary* and *Queen Elizabeth* were built as part of Cunard's planned two-ship weekly express service between Southampton, Cherbourg and New York.

They were effectively replaced by the famous *Queen Elizabeth 2*, which entered service in the late 1960s, sailing on her maiden transatlantic voyage on 2 May 1969. At the time of *QE2*'s completion, Cunard's finances were not in the best state, and indeed the company had lost £7.5 million during 1967 while she was under construction. So when she entered service, everything rested on the new Cunarder to save the company. Fortunately, she went on to have a long career both cruising and crossing,

▲ Lucania entered Cunard service in 1894, and she and Campania each held the Blue Riband eastbound and westbound records in turn. The 12,950gt ship was driven by two five-cylinder triple-expansion engines developing 30,000shp which gave her a service speed of 21 knots.

▼ An advance publicity picture of the first Queen, Queen Mary of 1936, issued by Cunard after the ship's launch. She sailed on her maiden voyage on 27 May 1936 and won the Blue Riband that August.



▲ Queen Elizabeth sets off down the Clyde as she leaves John Brown Shipyard, with her next stop being New York. She was launched in September 1938.

▲ Liners on parade: Mauretania, Normandie, Queen Mary and Queen Elizabeth together in New York in 1940.

and became much loved by those who travelled on her. She is now retired in Dubai where, after much delay and partial reconditioning, part of the ship opened to visitors on 18 April 2018.

The most recent of the Line's famous transatlantic ships is *Queen Mary 2*, the liner for the 21st century, which was built by Chantiers de l'Atlantique shipyard at St Nazaire in France and entered service in early 2004. Having been named by HM The Queen at Southampton on 8 January 2004, she left Southampton on her maiden voyage on 12 January 2004, heading to Fort Lauderdale. Now, *Queen Mary 2* carries the Cunard flag round the world, and is one of a kind, being the only true ocean liner currently in service.

▲ Queen Elizabeth 2 in the UK after her service in the Falklands, wearing a grey livery but with a Cunard red funnel. She was requisitioned by the British government to ferry troops to the South Atlantic in 1982.
MICHAEL GALLAGHER COLLECTION

TRANSATLANTIC QUEENS by Stephen Payne

The latest edition of to the World of Ships series tells the story of the Transatlantic Queens, and describes Cunard Line's transatlantic liners from Queen Mary of 1936 to Queen Mary 2 of 2004. It includes a brief look at two proposed newbuilds, Q3 and Q5, that did not progress past the drawing board.

The well-illustrated 100-page volume begins by examining the role of the mail contract in Cunard's early years, and goes on to cover the Line's Edwardian Splendour and the careers of Lusitania, Aquitania, Mauretania and Berengaria. The first Queen, Queen Mary, appeared in 1936, and her design, career and survival at Long Beach is described.

The second Queen, Queen Elizabeth of 1940, played a major role in the wartime effort and went on to have a long career. She was effectively replaced by Queen Elizabeth 2, which entered service in the late 1960s. Both ships are fully covered, with technical details and on-board descriptions, accompanied by a myriad of outstanding photos.

The most recent of the Line's transatlantic ships is Queen Mary 2, which was designed by the author and entered service in early 2004. As would be expected, thanks to the author's heavy involvement in the QM2 project, the ship's history is covered, from its initial conception, to the detailed planning process, through the design and build stages. Queen Mary 2, the Cunard flagship, and is one of a kind, being the only true ocean liner currently in service.

This outstanding book more than does justice to the famous Queens and their transatlantic legacy, having been written by a true liner enthusiast, who knows the subject better than anyone.

OUT NOW!

GOLDEN HORIZON

LARGEST PASSENGER SQUARE-RIGGED SAILING SHIP IN THE WORLD

Tradewind Voyages' Golden Horizon made her UK debut during the summer, becoming the largest passenger-carrying square-rigged sailing ship in the world. Based on the legendary barque France II, she cuts a striking appearance wherever she goes. Steve Newman went on board to find out what she offers paying passengers.

Tradewind Voyages' impressive passenger-carrying sailing ship *Golden Horizon* made her UK debut during the summer, and with her completion she became the largest passenger square-rigged sailing ship in the world. She has been long anticipated by the cruising fraternity, and finally entered service at the beginning of July.

She was due to undertake a series of UK cruises in June, but following the extension by the British government of Covid-19 restrictions, and the decision by the Scottish Parliament to ban all cruise ships from calling at Scottish ports, her debut was delayed and the inaugural season's programme much changed.

Golden Horizon was ordered by Star Clippers as long ago as 2015, and launched as *Flying*

Golden Horizon at Portland on 13 July.
STEVE BELASCO

GOLDEN HORIZON

GOLDEN HORIZON

BUILDERS	2019, Brodosplit Shipyard, Split, Croatia
COST	€100 million (US$110 million)
COMPANY	Tradewind Voyages
OWNER	DIV Group Ltd (Croatia)
DIMENSIONS	162m (531ft) x 19m (62ft), draught 6.4m
TONNAGE	8,700gt
MACHINERY	Two MaK 12,000kW 12M43C 4 stroke, 12 cylinder engines, propellers of 5.4m diameter; two Wartsila 1,440kW auxiliary engines, two Wartsila 1,200kW bow thrusters
SPEED	20 knots
CAPACITY	270-300 passengers (max), four decks, 130 crew
REGISTRY	Croatia
PROPULSION	2 x Siemens electric motors, type 1RN4562 6HM90-Y

Golden Horizon's main engines are Siemans Type 1 RN4562-6HM90-Y units, and she has two Caterpillar 3516C and two Caterpillar 3512C diesel generators. The intention is that she will primarily use her sails for motive power when cruising.

Clipper in 2017 by Brodosplit in Croatia. She was designed to be the world's largest sailing vessel, based largely on the hull of *France II*, which was completed in 1913. However, the building period of *Flying Clipper* seems to have been problematic, leading at one point to Brodosplit seeking to have Star Clippers' *Royal Clipper* arrested.

Eventually, the yard decided to retain ownership of the vessel, which was to become *Golden Horizon*, and charter her to a newly-formed UK subsidiary, Tradewind Voyages. However, it has not been a straightforward process to the start of *Golden Horizon*'s career as, on 15 July, just four days before her official inaugural voyage, Star Clippers had the ship arrested in Dover due to alleged non-payment of amounts owed in respect of specialist equipment, including the masts and rigging.

In a statement, Brodosplit advised that it had offered to make payment several times since July 2019. The outcome was that the ship was released from arrest the following day and continued with her cruise programme.

FIVE-MASTED

France II, the square-rigged, five-masted, steel-hulled barque on which *Golden Horizon* is based, has a somewhat legendary status. Built at Chantiers et Ateliers de la Gironde, to carry nickel ore from the French dependency of Nouvelle-Calédonie (New Caledonia), she was the second largest commercial sailing ship ever built. Measuring 5,633gt, with a huge sail area of 6,350m² (68,400ft²), she was an extremely large tall ship with a length of 146.5m (480ft 8in).

France II was unusual in having a jubilee rig, otherwise known as a 'bald-headed rig', meaning she was rigged with no royal sails above double top sails and double topgallant sails. She was also outfitted as a passenger vessel, making her one of the earliest cruise ships, and was built complete with a piano bar, library and the world's first shipboard seawater spa.

FRANCE II WRECKED

France II was wrecked in 1922 on a homeward passage with a cargo of chrome ore from Pouembout, New Caledonia, going aground on the night of 12 July, nearly 60 nautical miles northwest of Nouméa. Because cargo rates had fallen drastically, her owner refused to pay for a tugboat to tow her free, and she was abandoned. Her

ON BOARD • GOLDEN HORIZON

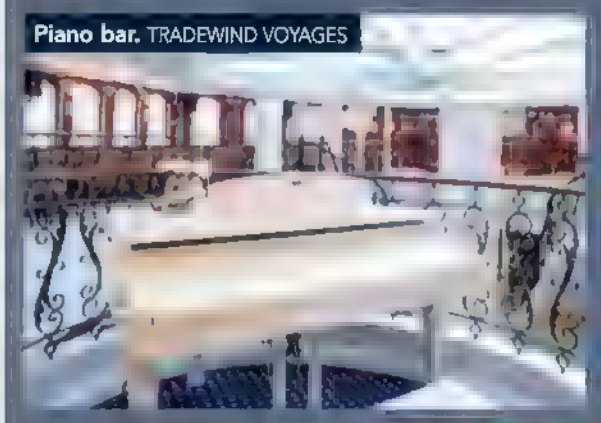
Deluxe Balcony Cabin. TRADEWIND VOYAGES

On board, the ship offers an impression of luxury with passengers privileged to experience a unique ship, and even the gym has a feel of a traditional sailing vessel about it. This feeling is enhanced when walking from reception into the three-level open Atrium, which also houses the restaurant and piano bar, which is complete with maritime art of sailing ships at sea, wrought-iron balconies and a ceiling skylight.

Dining Room. TRADEWIND VOYAGES

All 140 cabins are outside-facing, and offer facilities expected of a boutique cruise ship. There is a Dive Pool, 4.35m deep, offering passengers an introduction to scuba diving. Rope Quoits and Curling can be played on the Compass Deck. A marina platform opens at the stern, and enables passengers to go kayaking and stand-up paddle boarding, as well as swimming and snorkelling.

Top Deck bar at dusk. STEVE NEWMAN


Piano bar. TRADEWIND VOYAGES

Dining Room. TRADEWIND VOYAGES

Main pool on top deck. STEVE NEWMAN

The Gym. STEVE NEWMAN

The Marina. TRADEWIND VOYAGES

Sail raising Console. STEVE NEWMAN

end came when she was used as bombing practice by the American air force during the final days of World War II.

As her modern successor, *Golden Horizon* uses the wind and currents with the intention that she should be powered by nature whenever possible, and the owners intend to sail, without using propulsion, for around 70 per cent of each season. She has two independent electric propulsion engines: one provides 2,500kW, and the smaller unit 1,700kW. The engines are able to operate for 400 hours without needing to be recharged.

SAFE RETURN TO PORT

Golden Horizon is also the first sailing ship in the world to be equipped with the Safe Return to Port security system and meets the requirements of the US Coast Guard and US Public Health Service. The system requires that all key equipment on board has been duplicated to enable the ship to return to port from a range of 2,000 nautical miles in the case of operational failures.

The ship has been designed to sail worldwide, including in the polar regions, although the steel hull has only a basic Ice Class qualification. She is able to reach speeds of between 16 and 20 knots under sail, while the engines allow up to 17 knots. Unfurling the sails requires 12 deck crew, and takes about an hour. Two crew members are needed per mast, plus one on the console panel.

During the summer, the ship has been operating a series of cruises around Britain, calling at Portsmouth, Torquay, Falmouth, Poole and Harwich, among other ports. She made her Solent debut on 18 July and visited Cowes, becoming the largest vessel to call at the Isle of Wight port. After completing her inaugural UK season, she left British waters on 14 August and headed to Croatia, where she will start a winter programme in Barbados on 12 November. SM

VIEW FROM THE BRIDGE

The impressive sight of Golden Horizon with her sails raised

Polish-born Mariusz Szalek, Captain of Golden Horizon, discusses his career and current ship.

WHY DID YOU CHOOSE A CAREER AT SEA?

I had always dreamed of going to sea one day. As a boy I loved to sail in small Optimist class dinghies as much as I could in the waters around my home. I do not come from a nautical family, although my son is now following in my footsteps with a career at sea.

WHERE DID YOU TRAIN?

At the Polish Maritime Academy of Szczecin in 1985. I was a cadet for five years on board the full-rigged training vessel Dar Miodziezy, where a love of Tall Ships was developed.

HOW DID YOUR CAREER DEVELOP?

My early career was with the Polish Steamship Company working on coastal carriers around short- and mid-sea routes on the Baltic and North Sea. The dry bulk carriers took steel, coal, grain, iron ore and more as cargo. I have also been fortunate to be a Master on the luxury small ships operated by Pearl Sea Cruises. But I always had sails in my heart, so when the chance came to work with a sailing cruise ship companies I grabbed it. Since 2017 I have been lucky enough to be Master of the largest and tallest sailing vessels in the world and I feel very privileged with this.

WHAT IS THIS SHIP LIKE TO WORK ON?

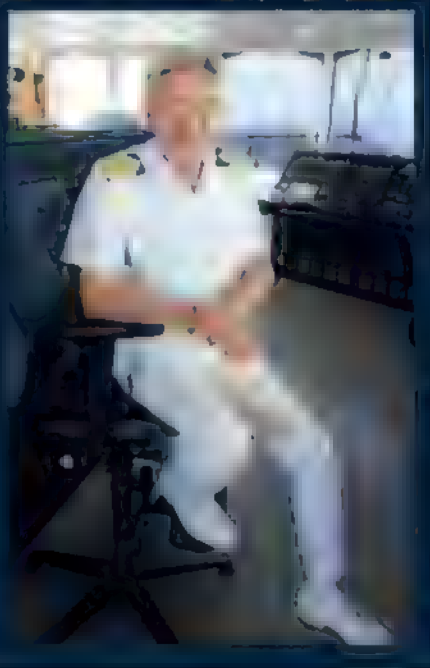
You must have a certain essential knowledge of tall ships, but at the same time I am not just a seaman. I have to be an entertainer, a diplomat and a teacher on maritime matters to our passengers, and I love it. I can find myself being interviewed by the media for a newspaper or a video, and the next minute chatting to a couple who have never cruised before.

HOW DO YOU WORK WITH THE CREW?

We have 159 crew members, with a large number of different nationalities. It is a good mix and makes for a cosmopolitan ship, but you have to be mindful of culture and traditions. You cannot speak to one nationality on ship matters in the same way as you can another from a different culture. It is fair [illegible] passenger business that [illegible] is due to the crew's personality, so [illegible] have to get it right and ensure that we have a happy ship, something that is an essential part of my job.

DOES POOR WEATHER AFFECT THE SHIP?

Actually I prefer strong winds, as we can use the sails as they were meant to be used, and adjust the sail pattern accordingly. In poor weather I am more worried about the passengers. I have to consider will they slip or fall and get hurt? Should they be confined to their cabins? It is a bit of a juggling act [illegible] involved, and [illegible] have to get just right.



WHERE ARE YOUR FAVOURITE PLACES IN WHICH TO SAIL?

The South Pacific is beautiful and is without doubt my favourite. The waters are so clear and the winds are warm. Tall ships are not really designed for the British coast and the Nordic regions. We sail them as a part of our itineraries, but the waters further afield are better suited for a sailing vessel like Golden Horizon.

WHAT IS THE MOST USEFUL INNOVATION YOU HAVE SEEN INTRODUCED?

The ecological advances have been amazing, such as the filtration of water on board. Advances in navigation, such as the GPS and the electronic sea chart, are undoubtedly useful, but are vulnerable to equipment failure. I still use paper charts and love that aspect of seamanship, when you are using the stars and the sextant, judging the wind and watching the birds. We can and do sail without modern technology, but there is no doubt when you have dense fog or reduced visibility electronic aids are very useful.

SEATRUCK

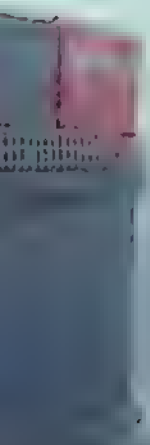
25 YEARS SAILING ON THE IRISH SEA

As the freight ferry operator Seatruck clocks up a quarter of a century, Matt Davies looks back at its journey of expansion and newbuilds, and the ferries that have been operated.

The Irish Sea freight ferry operator Seatruck, with its eight-strong fleet of purpose-built ro-ro vessels, celebrates 25 years of operations this year. Since its founding, with a single vessel on the Heysham-Warrenpoint route in April 1996, Seatruck has grown from a fledgling operator to the market leader for unaccompanied freight on the Irish Sea.

◀ **Moondance at the entrance to Carlingford Lough near the end of an overnight crossing from Heysham, August 2006.** MATT DAVIES

▲ **Riverdance in the original livery of Seatruck, which was worn by Riverdance and Moondance until 2000-01.** FERRY PUBLICATIONS LIBRARY



The company continues to focus on the three principles on which it was founded: unaccompanied freight, minimising mileage for hauliers, and keeping overheads low.

Today, Seatruck offers up to 66 sailings a week on three freight ferry routes: Liverpool-Dublin, Heysham-Dublin and Heysham-Warrenpoint, shipping 6,500 freight units a week. The Seatruck fleet comprises four FSG class ro-ro vessels built in Flensburg, Germany in 2011 and 2012, and four P class ro-ro vessels, built in Huelva and Seville, Spain in 2008 and 2009. Six vessels are currently operated directly by Seatruck and two are chartered out.

Originally an independent company, Seatruck was acquired by Crescent PLC in 1998 and passed to its current Danish owners, the Clipper Group, in 2002, when they took over Crescent. Seatruck was established in 1996 by a group of former Merchant Ferries managers together with investors to meet the needs of hauliers following the decision of Merchant Ferries to shift its twice-daily Heysham-Warrenpoint freight route to Dublin in October 1995.

The port of Warrenpoint, close to the Irish border at Newry, is ideally located for goods to reach both Northern Ireland and the Republic of Ireland and, with uncongested access, proved a popular port with hauliers. The team setting up the company worked in secret on their plans and, on 26 April 1996, the first Seatruck sailing took place, when the Romanian owned chartered ro-ro *Bolero* left Warrenpoint for Heysham. The 1985 East German-built vessel could carry 12 drivers and offered 1,080 lane metres capacity and made a daily round trip six days a week. *Bolero* was slow, with a top speed of 14.5 knots, and lacked manoeuvrability, and so only stayed with Seatruck for a year.

A second vessel was added in July 1996: the 1977-built 852-lane-metre *Sally Eurobridge* was chartered from Sally Line and, renamed *Riverdance*, offered sailings twice daily. The Seatruck team knew the vessel type well as Merchant Ferries previously operated two sister vessels, *Merchant Victor* and *Merchant Valiant*, on the Heysham-Warrenpoint route and they were very suitable. Seatruck acquired *Riverdance* early in 1997 and from April 1997 sister vessel *Merchant Victor* was chartered from Merchant Ferries to replace *Bolero*. Renamed *Moondance*, she was purchased in November 1998.

Riverdance and *Moondance* were the mainstays of the Heysham-Warrenpoint route until 2008. The vessels were rebuilt at Cammell Laird, Birkenhead in 1999, when their platform lifts to the upper deck were replaced by fixed ramps. A new light blue hull livery was introduced in 2000, with *Riverdance* first to be

Riverdance lies on her side at Cleveleys, Blackpool North Shore in February 2008 after she had beached and subsequently rolled over. MATT DAVIES

repainted, but the livery was found not to wear well and so *Moondance* received a revised dark blue hull livery. With the exception of a change to the funnel logo following the acquisition of Seatruck by the Danish Clipper Group, the livery has remained.

By 2005 *Riverdance* and *Moondance* were sailing full. Finding suitable larger vessels on the second-hand market proved fruitless, so Seatruck, with the backing of the Danish Clipper Group, ordered purpose-built tonnage. Initially a pair of 14,706grt 142m 'Heysham max' vessels, designed by the Danish Naval Architects Knud E. Hansen, were ordered from Astilleros de Huelva in Spain for delivery in 2007. A further pair of vessels were also ordered, with an option for two more.

To grow traffic for the new vessels, which with 1,830 lane metres carried double the capacity of *Riverdance* and *Moondance*, the 1998-built and 1,057-lane-metre *RR Challenge* was taken on charter from Elmira Shipping as a third vessel.

Construction of the new 14,759gt vessels was delayed. Designated P class, they were to be named *Clipper Point*, *Clipper Pace*, *Clipper Pennant* and *Clipper Panorama*. The Spanish yard subcontracted the building of two vessels to the associated yard Astilleros de Sevilla, but both yards later went bankrupt, delaying the vessels further. Construction of a fifth vessel later ordered by Seatruck never started.

CELTIC LINK FERRIES

In September 2007 Seatruck purchased the single-vessel Liverpool-Dublin freight service operated by Celtic Link Ferries with chartered freighter *Celtic Star*. She moved to Seatruck and remained until the following year. Meanwhile, it was announced that the route would be expanded through the deployment of two new P class vessels.

With the 2007 delivery date of the P class vessels missed and Seatruck's expansion plans threatened, the company sourced second-hand tonnage as a temporary measure and in October 2007 purchased *RR Arrow* and *RR Triumph*, sister vessels to *RR Challenge*, from Elmira Shipping. The vessels were already proven on the Irish Sea, having sailed for Norfolkline, P&O Ferries and Seatruck and shortly afterwards the other two vessels in the class were also acquired. *RR Challenge*, already on charter to Seatruck, and *RR Shield* joined the fleet in January 2008, and Seatruck designated the type as the R class.

Three of the four vessels were chartered out, to Norfolkine and Baleària, as Seatruck entered the chartering-out market. Initially, the RR initials were dropped and *Challenge* moved to the Liverpool-Dublin route as a second vessel, with *West Express* chartered as a replacement on the Heysham-Warrenpoint route. *Challenge* and *Triumph* were later renamed *Clipper Ranger* and *Clipper Racer* respectively, while *Arrow* and *Shield* retained their names.

Although the intention had been to sell the R class ships once the new vessels arrived, they proved useful for growing the capacity and in the charter market, and the four vessels had

SEATRUCK FORMER FLEET

NAME	BUILT	TONNAGE	OPERATOR	PREVIOUS NAMES
Riverdance (1996-2008)	1977	6,041gt	Scrapped 2008	Sally Eurobridge (1994-96), Eurobridge (1994), Sally Eurobridge (93-94), Schaffino (1989-93), Tikal (1988-89), Halla (1987-88), Mashala (1977-87)
Tiger A	1978	6,041gt	KRN Lines, Turkey	Sevenhill (2011-2017), Kibris Günesi (2009-2011), Moondance (1997-2009), Merchant Victor (1990-97), Emadala (1978-1990)
Hellar	1997	7,606gt	Northlink	Clipper Racer (2008-2011), Triumph (2007-2008), RR Triumph (2005-2007), Lehola (1997-2005)
CTMA Voyageur 2	1998	7,606gt	CTMA	Clipper Ranger (2008-19), Challenge (2007-08), RR Challenge (2005-07), Lembitu (2001-2005), Celtic Sun (2000-01), Lembitu (1999-2000), Dart 7 (1998-99), Lembitu (1998)
Arrow	1998	7,606gt	IOM Steam Packet	RR Arrow (2005-2007), Varbola (1998-2005), Dart 6 (1998), Varbola (1998)
Hildasay	1998	7,606gt	Northlink	Shield (2007-2010), RR Shield (2005-2007), Leili (2004-2007), Port Everglades Express (2002-2004), Leili (1999-2002)

▲ **Arrow arrives at Larne in April 2012 operating the now closed link to Heysham.** MATT DAVIES

▲ **The R class Clipper Ranger at Dublin in November 2017 on the Liverpool-Dublin route.** MATT DAVIES

Seatruck Power and the 2000-built Anglia Seaways (ex-Maersk Anglia) at Dublin, August 2012. From 2011 to 2014 Anglia Seaways was chartered by Seatruck, seeing service on the Heysham to Dublin and Warrenpoint routes. NICHOLAS LEACH

Clipper Racer at Dublin in October 2008. In 2011 the vessel was renamed Helliar and joined sister Hildasay on charter to Northlink; both were sold in 2017. GORDON H SLP

periods of service with Seatruck interspersed with charters. From 2010 *Shield* was permanently chartered to Northlink for service from Aberdeen as *Hildasay*, with *Clipper Racer* following her in 2011 as *Helliar*. The pair were sold in 2017 and continue to operate for Northlink. *Clipper Ranger* also saw service in Scotland, being chartered in 2013 and 2014 to Caledonian MacBrayne for freight service between Ullapool and Stornoway.

RIVERDANCE AGROUND

Tragedy struck *Riverdance* on 31 January 2008, when, encountering heavy weather on passage from Warrenpoint to Heysham, she was hit by a large wave and some of her cargo shifted. The vessel took on a heavy list and had to be beached at Cleveleys, just to the north of Blackpool.

Unfortunately, attempts to refloat *Riverdance* failed and she was pushed further up the beach, eventually settling on soft sand and gradually rolling onto her side. Salvage attempts also failed and the vessel had to be cut up in situ. It was a sad end for the pioneering Seatruck vessel and not until November 2008 was the wreck finally removed.

The first delayed P class vessel, *Clipper Point*, arrived in March 2008, with *Clipper Panorama* following in January 2009, *Clipper Pace* in February 2009 and *Clipper Pennant* in August 2009. The vessels were deployed in pairs on the Heysham-Warrenpoint and Liverpool-Dublin routes. *Clipper Panorama* and *Clipper Pace* were later renamed with Seatruck prefixes. The displaced *Moondance* was briefly tried on a new service from Fredericia, Denmark to Moss, Norway, but the venture proved short-lived and she was sold for Turkish service in autumn 2009.

With the fifth and sixth P class vessels not being built, Seatruck looked to alternative options and in March 2008 placed an order for four quadruple deck 'Heysham max' ro-ro vessels with German builder Flensburger Schiffbau-Gesellschaft (FSG) of Flensburg. Designated the FSG class, the four 19,772gt vessels, which can accommodate 155 trailers compared to 120 on the P class, brought greater efficiency to the route and even today remain the most efficient ro-ro vessels on the Irish Sea.

They arrived at two-monthly intervals from late 2011, with *Seatruck Progress* arriving in December 2011, *Seatruck Power* in February 2012, *Seatruck Performance* in April 2012 and *Seatruck Precision* in July 2012. The first two went to the Liverpool-Dublin route, but the vessels were delivered just as Irish Sea freight levels were suffering the effects of recession

Seatruck Panorama, which was renamed from Clipper Panorama in December 2011, and Seatruck Progress at Dublin, 2020. MATT DAVIES

Clipper Point at Heysham in March 2008, when she was new. The vessel was the first of the four P class vessels to be delivered. MATT DAVIES

Seatruck Pace leaving Heysham in May 2012

P CLASS SHIPS

CURRENT NAME	BUILT	YD NO	OPERATOR	PREVIOUS NAMES
Clipper Point	2008	C820	Seatruck	–
Seatruck Panorama	2008	C822	Stena Line	Clipper Panorama
Seatruck Pace	2009	C821	Seatruck	Clipper Pace
Clipper Pennant	2009	C823	P&O Ferries	

SPECIFICATIONS

BUILDER Astilleros de Huelva / Astilleros de Sevilla, Spain
TONNAGE 14,759gt
DIMENSIONS 142m x 23m, draught 5.2m
SPEED 22 knots
CAPACITY 120 trailers, 1,830 lane metres, 12 passengers, 18 crew
ENGINES 2 x Wärtsilä 8L46 diesel, output 18,480kW

FSG CLASS SHIPS

CURRENT NAME	BUILT	YD NO	OPERATOR	PREVIOUS NAMES
Seatruck Progress	2011	747	Seatruck	
Seatruck Power	2012	748	Seatruck	
Seatruck Performance	2012	751	Seatruck	Stena Performer (2012-18) Seatruck Performance (2012)
Seatruck Precision	2012	752	Seatruck	Stena Precision (2012-18), Seatruck Precision (2012)

SPECIFICATIONS

BUILDER Flensburger Schiffbau-Gesellschaft, Flensburg, Germany
TONNAGE 19,772gt
DIMENSION 142m x 25m, draught 5.7m
SPEED 21 knots
CAPACITY 155 trailers, 2,166 lane metres, 12 passengers, 22 crew
ENGINES 2 x MAN 7L48/60-CR diesel, output 16,000kW

and heavy competition.

Seatruck now had an excess of both capacity and vessels, so turned to the charter market and a six-year long-term charter was arranged with Stena Line for *Seatruck Performance* and *Seatruck Precision*. The pair were renamed *Stena Performer* (as there was already a tanker *Stena Performance*) and *Stena Precision* and deployed to the Heysham-Belfast route. At the same time Seatruck began chartering out its P class vessels, backfilling with the R class. Charterers have included DFDS, Stena Line, Intership ping, Baleària/Fred. Olsen Express, P&O Ferries and Bluewater.

From May 2010 until August 2012 a second route to Northern Ireland operated. Initially, a single-vessel Heysham-Larne service was launched using *Clipper Ranger*, with *Arrow* joining her in October 2010 to provide twice daily sailings.

In May 2012 the Irish terminal transferred to Belfast, bringing Seatruck into direct competition with Stena Line's Heysham-Belfast route. Despite good loads, with pressure on freight rates, the losses mounted and so the route closed in August 2012 and Seatruck deployed further tonnage on the charter market.

ROUTE EXPANSION

Further route expansion took place in February 2011, when DFDS pulled out of the Irish Sea, closing what was left of the former Norfolkline operation it acquired in 2005. Seatruck took over the Heysham-Dublin route and, being short of vessels due to external charters, DFDS's 2000-built 1,562-lane-metre *Anglia Seaways* was chartered for the route. The vessel was ideal for the Irish Sea and remained with Seatruck until spring 2014, latterly serving the Heysham-Warrenpoint route, while P class vessels were chartered out.

Traffic continued to grow on the Heysham-Warrenpoint service and, at the end of the six-year Stena Line charter in September 2018, with their names restored, *Seatruck Precision* and *Seatruck Performance* were introduced to the route, displacing two P class vessels, which were put onto the charter market.

Meanwhile, Liverpool-Dublin traffic continued to grow and the route expanded with a third vessel, and at times a fourth was used. The R class *Clipper Ranger* and *Arrow* and the P class vessels have seen periods of service on the route alongside principal vessels the FSG class *Seatruck Power* and *Seatruck Progress*.

After the sale of *Hildasay* and *Helliar* in 2017, the two remaining R class vessels were also sold. *Arrow*, which since 2014 has been on a long-term charter to the Isle of Man Steam Packet for relief cover and seasonal freight capacity on the Heysham-Douglas route, was sold in 2018. The vessel is regularly sub-chartered when idle to Condor Ferries for service between Portsmouth and the Channel Islands and to Northlink for service between Aberdeen and Orkney and Shetland. She is now owned by the investment bank Portress, but continues to be managed and crewed by Seatruck.

The last owned R class vessel, *Clipper Ranger*, was chartered to Canadian operator CTMA from July 2019 with a purchase option. That was exercised at the end of the year and the vessel continues to serve the Magdalen Islands in Canada as *CTMA Voyageur 2*.

Looking forward, the challenges of Brexit and Covid-19, coupled with a growing HGV driver shortage, mean that the trend for Irish Sea freight to switch to unaccompanied looks set to continue and Seatruck, with its ability to redeploy tonnage back to its own operations when needed is well placed to capture future growth. SM

• *The growth of Seatruck is covered in detail by the author in the book The Seatruck Story – Celebrating 25 Years published by Ferry Publications.* *See page 63.*

▲ Seatruck Precision arrives at Dublin, September 2012

▼ Seatruck Performance at Heysham, March 2020

CURRENT FLEET DEPLOYMENT

Seatruck's fleet is currently deployed as follows:

LIVERPOOL-DUBLIN • FSG class Seatruck Power and Seatruck Progress and P class Seatruck Pace operate up to three sailings each way daily.

HEYSHAM-DUBLIN • P class Clipper Point operates a daily crossing each way.

HEYSHAM-WARRENPOINT • FSG-class Seatruck Precision and Seatruck Performance operate twice daily crossings each way.

CHARTERED OUT • P-class vessels Seatruck Panorama to Stena Line sailing between Birkenhead and Heysham to Belfast and Clipper Pennant to P&O Ferries on the rival Liverpool-Dublin route.

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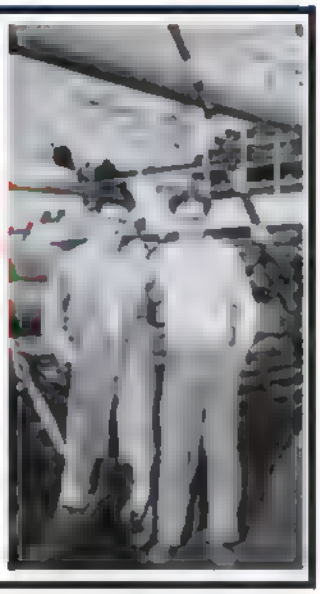

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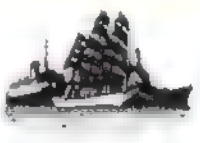

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The 2000-built general cargo ship Amadeus Amethyst [illegible] to ports in the UK and Ireland. EFA

PICTORIAL

Have you an outstanding photo that would grace our gallery? Send your image to Ships Monthly for inclusion in these pages, which showcase the best in ship photography around the world.

The 2000-built multipurpose offshore supply ship Nor Solan (2,447gt) pictured in the waters around Shetland, where she has been operating for Premier Oil since December 2015. JAMES POTTINGER

▲ The 24,120gt tanker Hafnia Soya in the Thames off Gravesend. Owned by Hafnia Tankers, she was delivered in November 2015 by Hyundai Mipo Dockyard and operates around Europe. FRASER GRAY

▼ The ro-ro cargo ferry Norstream, owned by Bore Ltd subsidiary company Bore Sky and operated by P&O Ferries, heading down the Thames from Tilbury on her way to Zeebrugge. ANDREW WOOD

▶ The 145,281gt cruise ship Sky Princess at Portland in July 2021. She commenced operations in October 2019, operating in Europe in the summer, and has a capacity of 3,660 passengers. STEVE BELASCO

The 14,413gt refrigerated cargo vesse Lombok Strait was built in 2002 and sails under the flag of Liberia. She is pictured off Calshot in June. MARIT ME PHOTOGRAPH C

PART TWO

THE CLASSIC CARGO SHIPS OF CLAN LINE

A brief history of Clan Line up to its merger in 1956 with Union-Castle into British & Commonwealth Group was set out in last month's issue by Malcolm Cranfield. Here the focus is on the Group's involvement with South Africa.

▲ **The 1940 Greenock-built Umgazi, the former Lanarkshire, pictured at Durban on 23 May 1959. She was broken up at Aioi in Japan early in 1963 as South African Farmer.** DAVID SHACKLETON

Cayzer, Irvine's Clan Line was one of the foremost shipping companies of the 20th century, having a number of subsidiary companies and relationships with other lines. Throughout its period of operation, it took over a number of competitor companies as well as their ships and routes. In 1956, through the impetus of Nicholas Cayzer, Clan Line joined with the Union-Castle Line, King Line and Bullard, King & Company to form British & Commonwealth Shipping Limited (B&C).

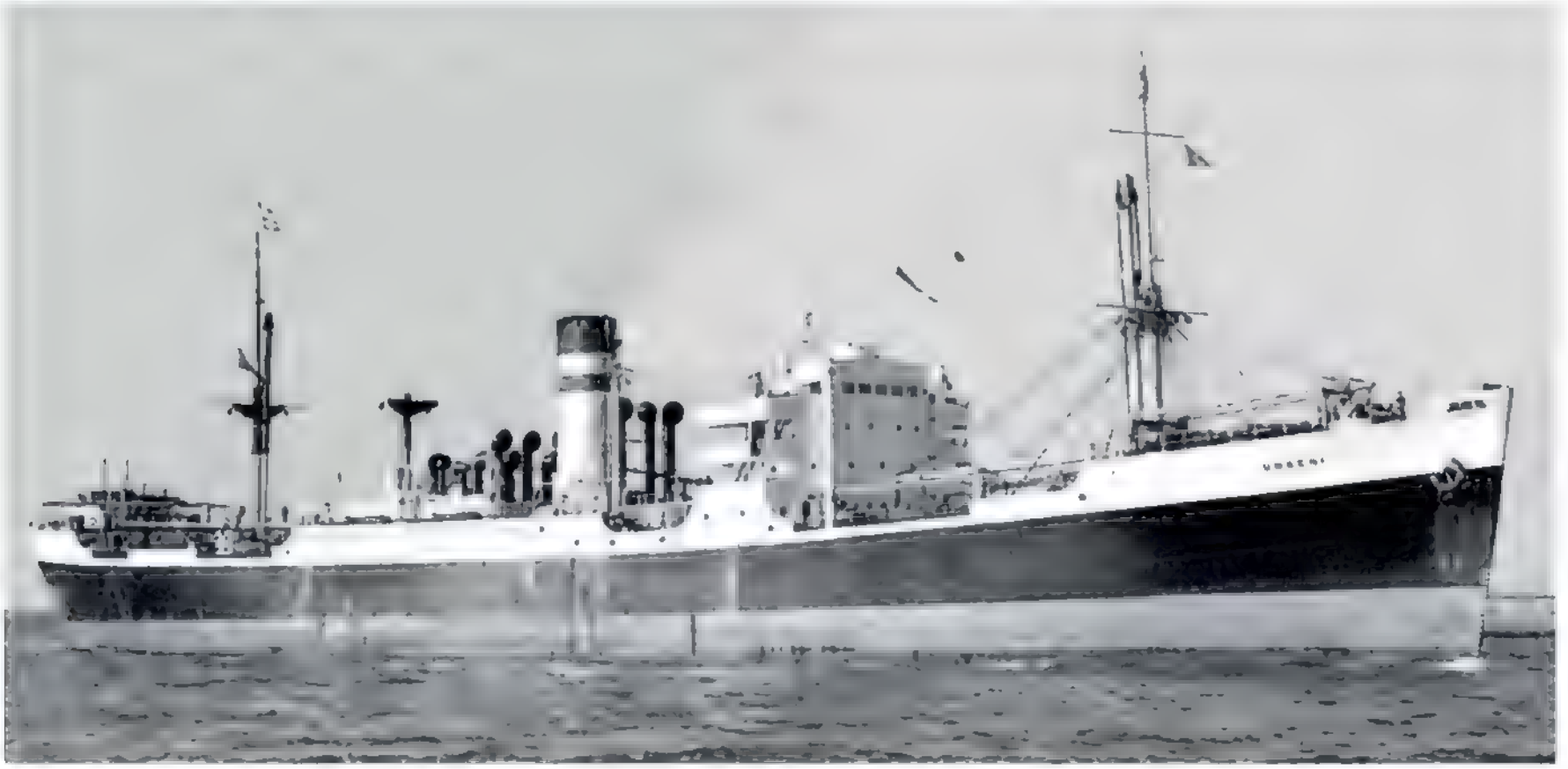
Bullard, King & Company, which had been founded in London and in 1879 introduced the Natal Direct Line, was one of Union-Castle's subsidiaries. Although acquired by Union-Castle in 1919, Bullard, King retained its independent identity until, as a precautionary measure in case of discrimination against British-flagged ships, it was merged into the Cape Town-based Springbok Line in 1960. A springbok's head was superimposed over Bullard King's funnel colours.

Following the creation of B&C, the decision was made to bolster the Bullard, King fleet with the transfer of six ships from Clan Line (see table a). By 1949 the competitive situation was changing, with two companies entering the trade: the Greek-owned, largely German-financed, South African Lines Ltd (SAL), replacing the pre-war service of Deutsche Afrika-Linien, and, more significantly, South African Marine Corporation (Safmarine), which was formed in April 1947 as the national shipping company of South Africa. This Line was established

◀ **Gemsbok, the former Umgeni (ex-Clan Macrae), anchored off Southend in 1961 shortly before she was renamed South African Financier. She was broken up at Valencia in Spain early in 1962 under the temporary name of Santa María de Ordaz.** AUTHOR'S COLLECTION

shareholding was sold to South Africa's Industrial Development Corporation (IDC).

These developments caused Union-Castle to establish a new company in South Africa, Springbok Shipping. However, this company lay dormant until 1960 when, in a background of Conference 'posturing', seven ships were transferred into it from Bullard, King (see table b). During the worldwide



by Dr Hendrik van de Bijl, founder of the South African Iron and Steel Corporation (ISCOR) in 1928.

Three Victory type ships were purchased for Safmarine in 1947, including *Vergelegen*, which loaded cargo at Birkenhead, Newport and Glasgow in June 1950. The American Henry Mercer's States Marine Lines had a controlling interest in Safmarine until 1959 when, in order to avoid losing US subsidies due to having overseas interests, its

▲ **Bullard, King & Co's Umgeni, the former Clan Macrae, at Durban in 1959. Built at Greenock in 1942 as Empire Might, she became Springbok Shipping Co's Gemsbok in 1960.** DAVID SHACKLETON

▶ **The 1945 US-built Victory type ship Vergelegen, which was the first Safmarine ship to load cargo at Liverpool in competition with Clan Line in 1950. She is pictured working cargo in Alfred Basin, Birkenhead, on 1 September 1954. Purchased by Safmarine in 1947, she became South African Victory in 1961 and S.A.Victory in 1966 before being broken up at Kaohsiung in 1969.** DR GEORGE WILSON

(a) Ships transferred from Clan Line to Bullard, King

BULLARD, KING NAME	BUILT/TRANSFERRED	FORMER NAMES
UMKUZI	1942/1956	Clan Angus, Empire Prince
UMVOTI	1942/1957	Clan Alpine, Empire Barne
UMTALI	1942/1958	Clan Allan, Empire Forest
UMGENI	1942/1959	Clan Macrae/Empire Might
UMGAZI	1940/1959	Lanarkshire
UMZINTO	1954/1959	Clan Robertson

NOTES
Umkuzi, Umvoti and Umtali reverted to Clan Line in 1959, taking original Clan names
Umgeni, Umgazi and Umzinto were transferred in 1960 to Springbok.
Clan Sinclair and Clan Shaw were transferred to Bullard, King in 1959, without changes of name, before being transferred to Springbok in 1960.

recession of the early 1960s, and as South Africa had left the Commonwealth of Nations in May 1961, B&C and IDC discussed the future of Springbok and agreed that it should be bought by Safmarine, which would take over its trading rights within the Conference. This transaction was completed in July 1961, with B&C increasing its stake in Safmarine to 47 per cent, and IDC having a controlling 50.5 per cent.

However, the decline in cargo volumes was so severe that three ships had to be sold. These were *South African Financier*, sold for breaking through Dutch intermediaries, and the former *Clan Stewart* and *Clan Ross*, which reverted to Clan Line ownership. However, they were given Union Castle names, *Kinpurnie Castle* and *Kinnaird Castle*, as Clan and Union-Castle ran separate freight operations and the ships could be better utilised on its services.

Other Clan Line vessels notionally operated within the Conference for Houston Line, which also continued to issue its own bills of lading. *South African Farmer* was scrapped in 1963, while *S.A. Seafarer* was famously wrecked in 1966. SAL, which had been purchased in 1956 by Henkel's Globus Shipping of Düsseldorf, was sold on to Safmarine in 1973, the year in which B&C merged with Safmarine to create International Liner Services.

In 1975, in order to keep the Union-Castle name alive after the last passenger liners were sold, the four modern refrigerated ships were given Castle names and repainted in Union-Castle colours. Houston Line's *Clan Ross* was thus renamed *Kinpurnie Castle* and transferred to Union-Castle ownership.

Meanwhile, although B&C had taken a 20 per cent stake in Overseas Containers Limited ten years earlier, the cargo liner trades to East Africa and India were slow to become containerised, allowing Clan Line to continue in business to those areas until 1981.

CLAN SHAW

Clan Shaw was the lead ship of a new class of single-screw steamer. She was built at Greenock in 1950, and is pictured arriving at Durban on 14 January 1960. She was transferred to Bullard, King & Company at the end of 1959 without change of name, and from there immediately on to Springbok Shipping Company, being renamed Steenbok in August 1960. DAVID SHACKLETON

CLAN ROBERTSON

▲ **Steenbok, the former Clan Shaw, at Cape Town late in 1960. She was renamed South African Seafarer in July 1961.** JOHN SOLOMON (NAUTICAL ASSOCIATION OF AUSTRALIA)

▼ **South African Seafarer, the former Clan Shaw, arriving at London's Royal Docks after 1961. Renamed S.A. Seafarer early in 1966, she was wrecked in Table Bay on 1 July 1966.** AUTHOR'S COLLECTION

◀◀ **(upper) Umzinto, the former Clan Robertson, arriving at Durban in 1959 shortly before being transferred to Springbok Shipping Company and renamed Rooibok.** DAVID SHACKLETON

◀◀ **(lower) S.A.Shipper, the former Clan Robertson, at Liverpool after February 1966 when her name was shortened from South African Shipper. She was broken up at Kaohsiung in 1975.** EVAN ROBERTS – AUTHOR'S COLLECTION

▲ **The 1954-built Clan Robertson arriving at Swansea before 1959, when she was transferred to Bullard, King & Co and renamed Umzinto.** GERRY BROWNELL/AUTHOR'S COLLECTION

◀ **Springbok Shipping Company's recently renamed Rooibok at Durban on 14 February 1960. Built by Greenock Dockyard in 1954 as Clan Robertson, she was transferred to Bullard, King & Co Ltd in 1959 and renamed Umzinto. She was further renamed South African Shipper in July 1961 and S.A.Shipper early in 1966.** DAVID SHACKLETON

CLAN ROSS

▲ The 1956-built Clan Ross at Melbourne in about 1959. Sold to Safmarine in July 1961 to become South African Scientist, she was returned to the British & Commonwealth Group in 1962 to trade as Kinnaird Castle until being sold in 1975. NOEL BROWN/REX COX COLLECTION

▲ A rare photograph of South African Scientist, the former Clan Ross, at Birkenhead on 24 October 1961. DR GEORGE WILSON

▲ Kinnaird Castle arriving at Durban in January 1974. She was sold late in 1975 to the same Dubai-based interests which had purchased Argyllshire. Renamed Nazeer, the former Clan Ross was broken up at Gadani Beach in Pakistan during 1978. TREVOR JONES

CLAN STEWART

▲ The 1954-built Clan Stewart departing Swansea before 1961, when she was transferred to Springbok Shipping. It was intended that the ship be renamed Springbok, but instead she was sold to Safmarine to become South African Sculptor. She was returned to British & Commonwealth in 1962 to trade as Kinpurnie Castle until being sold in 1967. GERRY BROWNELL/AUTHOR'S COLLECTION

▼ A rare photograph of South African Sculptor, the former Clan Stewart, at Durban on 10 October 1961. She was returned to the British & Commonwealth Group in 1962 to trade as Kinpurnie Castle until sold in 1967. DAVID SHACKLETON

▼ Kinpurnie Castle idle on River Tyne in July 1966 during the seamen's strike. She was sold in 1967 to the Greek owner Th. Petropoulos, who had operated as Med Line. Renamed Hellenic Med, she was broken up at Gadani Beach in Pakistan during 1978. MALCOLM DONNELLY

Cayzer, Irvine Shipping Ltd (the former Turnbull, Martin & Co. Ltd) continued to manage reefer ships, largely for Safmarine and Abdullah Abbar & Ahmed Zainy Cold Stores of Jeddah. This Saudi Arabian company purchased two ships from Safmarine in 1982, *S.A. Hexrivier* and *S.A. Zebediela*.

After 1986, when the Cayzer family sold their holding in B&C, the name of CI Shipping Ltd was adopted, but in June 1992 a new joint venture company named CI-SAF Shipping Ltd was created. However, ahead of a management buy-out, this company was renamed London Ship Managers Ltd in February 1993, when the Cayzer family involvement ceased. SM

CLAN SINCLAIR

◀ South African Statesman, the former Bosbok (ex-Clan Sinclair), at Durban on 13 September 1964. Her name was shortened to S.A.Statesman in 1966. DAVID SHACKLETON

▼ The 1950-built Clan Sinclair in Alfred Basin, Birkenhead on 14 August 1956. At the end of 1959 she was transferred to Bullard, King & Co and then immediately on to Springbok Shipping Company, being renamed Bosbok in August 1960. DR.GEORGE WILSON

Bosbok, the former Clan Sinclair, at Durban on 31 July 1960. She was renamed South African Statesman in July 1961. DAVID SHACKLETON

▼ S.A. Statesman (ex-Clan Sinclair), arriving at Durban in April 1970. Her final sailing from South Africa began at Cape Town on 6 September 1972 for Moji, Japan, from where she proceeded to Kaohsiung for breaking. TREVOR JONES

(b) Transferred from Bullard, King to Springbok 1960

SPRINGBOK NAME	BUILT	FORMER NAMES	SAFMARINE NAME
GRYSBOK	1940	Umgazi/Lanarkshire	S.A.Farmer
GEMSBOK	1942	Umgeni/Clan Macrae	S.A.Financier
KLIPBOK	1944	Umtata	[scrapped 1961]
BOSBOK	1950	Clan Sinclair	S.A.Statesman
STEENBOK	1950	Clan Shaw	S.A.Seafarer
ROOIBOK	1954	Umzinto/Clan Robertson	S.A.Shipper
SPRINGBOK	1954	Clan Stewart	S.A.Sculptor

NOTES

■ All ships listed, except Springbok, were given Safmarine names in 1961/62 while remaining owned by Springbok.

■ Springbok was intended to replace Klipbok but, before being transferred and taking the name Springbok, Clan Stewart was sold to Safmarine, together with the 1956-built Clan Ross which became South African Scientist.

■ Safmarine ships were initially given names commencing 'South African', which were abbreviated to SA in 1966

Maritime MOSAIC

Naval visitors

Naval ships are regular visitors to London, heading down the Thames for publicity or courtesy visits to the capital. Fraser Gray has photographed a number of the ships as they have made their way to and from the capital.

▲ HMS Ark Royal R07, one-time Royal Navy flagship, outbound on the River Thames with police escort in 2007 after taking part in the Falklands 25th anniversary commemorative events at Greenwich. She was one of three Invincible class aircraft carriers designed as anti-submarine platforms to counter the Soviet submarine threat. HMS Ark Royal was sent to the breaker's yard in 2013, along with her two sisters, HMS Invincible and HMS Illustrious

▲ The Royal Navy Archer class patrol boat HMS Pursuer (P273) passing Gravesend inbound for London. The patrol boats are frequent visitors to London and usually reduce speed at Gravesend, as their bow wave causes severe pitching of the Gravesend to Tilbury ferry and vessels at Gravesend Town Pier Pontoon.

▲ Irish Naval Service LÉ James Joyce (P62) outbound in Gravesend Reach following a visit to the Upper Pool of London in March 2019 to continue her humanitarian work and protection of the Republic of Ireland's territorial waters. The Samuel Beckett class Offshore Patrol Vessel commissioned in September 2015 and has saved 2,491 lives from the waters of the Mediterranean, rescuing those seeking refugee status in the European Union. She is named after the renowned Irish writer, a departure for the Irish Naval Service, which had traditionally named vessels after heroic figures from Irish folklore.

The River class Offshore Patrol Vessel HMS Tamar (P233) approaching the Thames Barrier near Woolwich, with Canary Wharf as a backdrop, in September 2020. The River class vessel has a crimson Lion Rampant painted on her superstructure which belongs to a king or queen of Scotland. HMS Tamar performs a variety of roles, including intercepting drug-traffickers and patrolling the rivers and coastlines of the UK.

▶ The purposeful and sleek lines of the Karel Doorman class frigate BNS Leopold I (F930) passing Denton Wharf in July 2018 on her way to the Upper Pool of London, where she moored alongside HMS Belfast. Belgium purchased the warship from the Royal Netherlands Navy in 2005 and she entered service with Belgium's Navy after being christened by HM Queen Fabiola of Belgium in 2007. She has a disclosed top speed of 27 knots and is armed with a 76mm gun, Harpoon anti-ship missiles, torpedoes and Sparrow anti-aircraft missiles, supported by the Goalkeeper autonomous close defence anti-aircraft and missile defence system. Her stern deck superstructure has a hangar for an NH90 military helicopter

◀ The Echo class oceanographic and hydrographic survey vessel HMS Enterprise (H88) passing Gravesend in June 2019 Commissioned in October 2003, when she joined her sistership HMS Echo in the fleet, she has spent the past five years undertaking diverse operations, including mine detection and disruption of criminal activity involving drug and human trafficking. She was most recently involved in survey work in the Port of Beirut following the catastrophic explosion of illegal stored ammonium nitrate fertiliser within the port complex

SHOWBOAT!

How the paddler Alexandra found a new lease of life

Richard Clammer recalls the unusual history of an old paddle steamer, built in 1879, which became a fashionable attraction on the Thames party scene during the 1930s.

In April and May 1932 the society and gossip columns of the London press were abuzz with rumours of the imminent arrival of a fashionable new Thames attraction. Billed as the 'Show Boat', the vessel concerned was actually the former south coast paddle steamer *Alexandra,* which was being heavily modified to provide cabaret, dancing and dinner cruises from Westminster Pier 'in the best American Mississippi tradition', and thereby establish herself as London's first ever party boat.

Alexandra had been launched in April 1879 from Scott & Co's yard in Greenock to the order of the Port of Portsmouth & Ryde United Steam Packet Co Ltd.

Alexandra at Portsmouth Harbour station during her years on the Joint Railway Committee's Portsmouth-Ryde ferry service.

Built of iron, she was fitted with a two-cylinder compound diagonal engine giving her a trial speed of almost 15 knots. In the style of the time, she had an open foredeck, a narrow deck saloon aft with walkways around the outside, and a promenade deck above.

▼ Having left Brixham and called at Paignton and Torquay en route, Alexandra sweeps into Weymouth Bay during one of her regular weekly long day trips. The photograph was taken between 1924 and 1927, when Cosens based her on the South Devon Coast and a large C was painted on her funnel.

Soon after *Alexandra* had entered service between Portsmouth and Ryde in June 1897, her owners were bought up by the London & South Western Railway and the London Brighton & South Coast Railway, who formed a Joint Committee to operate the ferry service.

She was re-boilered in 1892 and sailed on, without any recorded dramas, as part of the joint fleet until 1913, when she was withdrawn and sold to the Bembridge & Seaview Steam Packet Co for service between those Isle of Wight villages and the mainland. Unfortunately, she proved too large for Bembridge harbour, so she only served for one season before being placed on the market again.

On 29 July 1914 she was purchased for £1,350 by Cosens & Co Ltd of Weymouth, who were seeking an additional steamer to help meet the booming demand for South Coast excursion sailings and serve as a liberty boat to the Naval fleets at Portland. During World War I she served as an Admiralty ferry between Sheerness and Gillingham on the River Medway, from 1915

Show Boat, complete with dance hall, fairy lights and floral displays, poses for an official photograph in the Thames in May or June 1932. The image appeared on a promotional postcard which was widely available at the time.

to 1919, being renamed HMS *Alexis* from March 1916.

Following a thorough refit, she re-entered passenger service during the summer of 1920, running excursions from Bournemouth, Weymouth and, between 1924 and 1927, Torquay. In November 1930 she was placed on Cosens' slipway for her Board of Trade survey, but was refused a further certificate unless extensive repairs were undertaken.

It was decided that the condition of the 52-year-old ship, combined with the generally depressed state of trade, did not justify the expenditure, so she was advertised for sale. In January 1931 she was sold for £335 to Pollock Brown & Co Ltd and delivered to their Southampton shipbreaking yard a few days later. It was assumed that this was the end of the line for an elderly, hard-worked pleasure steamer but, in fact, the most exotic period of her career still lay ahead.

On 8 February 1932 she was purchased by Captain Alfred Hawkes of Littlehampton, who promptly raised £900 by mortgaging the ship to Clifford Whitley of the Hotel Metropole, London, and James Rhodes, a mercantile marine officer. Whitley was a well-known theatrical impresario, director and producer, whose name was closely associated with the Midnight Follies revue.

The new owners' plan was to put *Alexandra* into service on the Thames as a floating dance hall and cabaret. The old ship was slipped at Southampton, where enough repairs were undertaken to persuade the Board of Trade that she was safe to operate. Her tall funnel and masts were replaced by shorter ones, her raised bridge was removed, and her wheel and telegraphs relocated to the forward end of her promenade deck, where two new bridge cabs were also fitted. An enormous dance hall-cum-theatre was erected on top of her aft saloon, her decks were relaid to make them suitable for dancing, and the foredeck was covered by a large awning.

DANCING DEBUT

By 25 May 1932 she had arrived in the West India Docks for her advertised debut on 30 May, which took the form of an evening charter to Nash's Club of Savile Row. Top orchestras, well-known cabaret artistes, wine cellars, cocktail lounges, a dance floor and fine dining were all promised at 'ordinary West End prices'. Additionally, in contrast to the strict licensing regulations ashore, once Show Boat had cast off, drinks could be served at any hour of the day.

Clifford Whitley's advertising campaign clearly struck a chord at a time when south-east England was just beginning to emerge from the dark days of the depression.

ALEXANDRA

LAUNCHED	28 April 1879
BUILDER	Scott & Co's, Greenock, yard no.188
DIMENSIONS	171ft x 20 2ft x 8 5ft
TONNAGE	235 gross, 97 net
ENGINE	Two-cylinder compound diagonal engine developing 580hp
SPEED	14 9 knots on tria s
DISPOSAL	1934 towed to Grays, Essex for demol tion by T.W. Ward

▲ Alexandra arrives at Bournemouth Pier, summer 1920, shortly after Cosens' post-war excursion sailings had been resumed. Fleetmate Monarch undertook the longer trips, while Alexandra maintained the Bournemouth to Swanage run.

▲ Alexandra on the slipway at Southampton for hull repairs in February 1932, prior to her conversion into Show Boat. Her hull has been repainted but no structural alterations have yet taken place.

The 'notables' of London society found Show Boat to be an irresistible distraction. Bookings rolled in and within a week she had established a regular pattern of operation.

All regular trips headed downstream as far as Gallions Reach and back, a distance of 30 miles. Show Boat, herself 'gay with masses of flowers and myriads of coloured lights', certainly stood out among the commercial shipping. At 171ft, she was considerably longer than the average Upper Thames pleasure steamer of the day, and it must have taken considerable skill to spring her off Westminster Pier, turn her in the fast-flowing river and then shoot the various bridges on the way downstream, often in the dark.

The Master for her first few weeks in service was the same Captain Alfred Hawkes who had purchased her from Cosens, but on 4 July he handed command to Capt H.F. Defrates, one of an extended family of watermen, mariners and pilots living in the East End of London.

Show Boat proved extremely popular throughout June and July, her regular trips being punctuated by a series of widely-publicised 'floating garden parties', 'dress, bathing suit and mannequin parades', and social events. However, as the September evenings began to draw in the Thames seemed a less hospitable place, the novelty began to wane and the fashionable set drifted away.

UNPROFITABLE SUMMER

With the ship laid up for the winter, financial analysis revealed that her very heavy expenses – including a reported £450 weekly wage bill, plus £80 per week to use Westminster Pier – meant that she had failed to make a profit. This fact was underlined when Clifford Whitely was summoned for non-payment of pilotage dues, and the manager of the Show Boat for failure to settle other bills.

With a second season at London out of the question, Clifford Whitley cast about for an alternative and settled on the bizarre idea of sending the ship to continue her showboat career at anchor off Margate, where she arrived in June 1933 and lay to two heavy anchors.

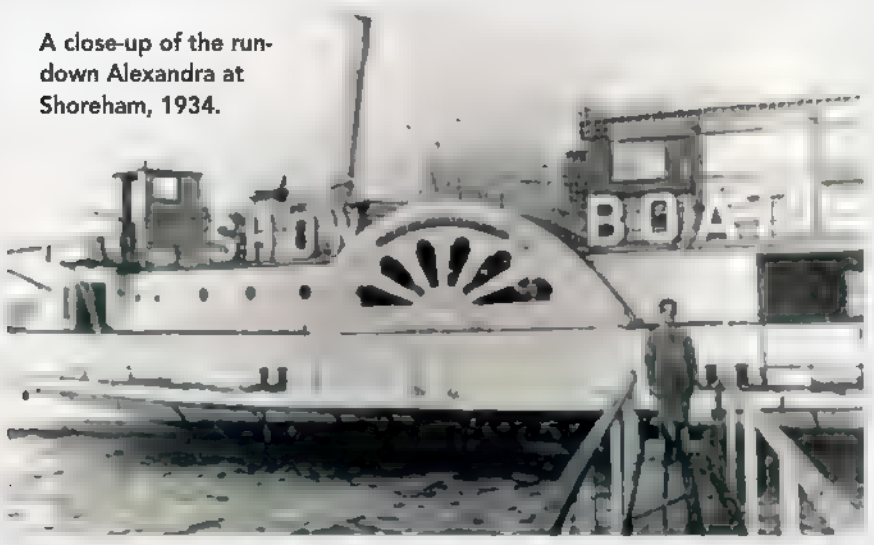
A Captain W.E. Harrison was in command and later wrote: 'I can still remember the published remarks of a Margate City Father, who rather querulously wished to know: 'how much longer this obnoxious Show Boat is to be tolerated in our midst? Some of the attempts to incommode us were directed well below the belt'.

Feelings ran high in Margate at the idea of a new vessel attempting to join the local tripper/catering fraternity during a depression year. It would appear that, by simply refusing to ferry customers to and from the shore, local boatmen ensured that her stay lasted for only a matter of weeks.

By mid-July the ship had arrived at Shoreham-by-Sea in Sussex and was moored about a mile up the River Adur, directly in front of the town centre and just upstream of a wooden footbridge, which led from there to the Bungalow Town, which was being developed on the coastal spit of Shoreham Beach. An application was lodged with the Harbour Trustees to open her as a static club, and a permanent gangway was constructed to link her to the shore. Clifford Whitley's name did not appear on the application, but among those cited were two of his business acquaintances to whom he had let the ship, the owner of Romanos' Restaurant and a Mr Stuart, manager of Murray's Club in London.

The formal opening of Showboat Club took place on Saturday 5 August 1933. The local magistrates granted a special extension to licensing hours to mark the occasion, and temporary music and entertainment licenses were issued, but attempts to make the arrangements permanent were scuppered when the police began to receive complaints from local residents about excessive noise after 2200 on dance nights.

Applications for further late night extensions during September were refused, and the club closed down. The



A close-up of the run-down Alexandra at Shoreham, 1934.

Moored in the River Adur at Shoreham during the summer of 1933.

possibility of making a profit in such a relatively remote location, at some distance from large, fashionable centres of population, must always have been a faint one.

IN A MUD BERTH

Show Boat remained in her mud berth on the south side of the river under the care of her ship-keeper, Captain Harold Quick, and his wife, until the spring of 1934, when a team of engineers and craftsmen from a London ship-repairing firm arrived to prepare her for further service.

It was reported that she was in the process of being purchased by a Captain Andrew Hardie, who intended to introduce a programme of return cruises from Trafford Wharf, Manchester, along the length of the Manchester Ship Canal and out into the Mersey Estuary for a fare of 5s 6d. Show Boat's 'magnificent dining saloons, ladies' lounge, American Bar, ballroom saloon', and exotic appearance, made her ideally-suited for his purposes.

For a week or two the ship was a hive of activity, steam was raised and during May 1934 a skipper and delivery crew arrived to steam her round Manchester. Advertising leaflets were issued and advance bookings began

CRUISE OFFERINGS

- Having spent the first half of the day on her moorings at the Lambeth Barge Roads, the 'Show Boat' would steam light to Westminster Pier to embark her passengers for a 1500-1800 'Thé Dansant' trip, or afternoon tea dance cruise.
- This would be followed by a 2030 to 2315 dinner cruise and an 2325 to 0215 supper cruise costing 15s 6d. On Saturdays and Sundays an additional luncheon trip from 1200 to 1500 was offered for an inclusive fare of 12s 6d.
- The restaurant and cocktail bars were open as appropriate, and there were regular shows by popular cabaret acts.

▲ Her show boat days over, Alexandra lays in her mud berth at Shoreham-on-Sea awaiting a new buyer, late 1933 or early 1934.

to roll in, but then all activity ceased. It emerged, as one newspaper put it, that 'one of Captain Hardie's regrettable failings is the way in which he gives cheques without due consideration of the funds available to meet them.'

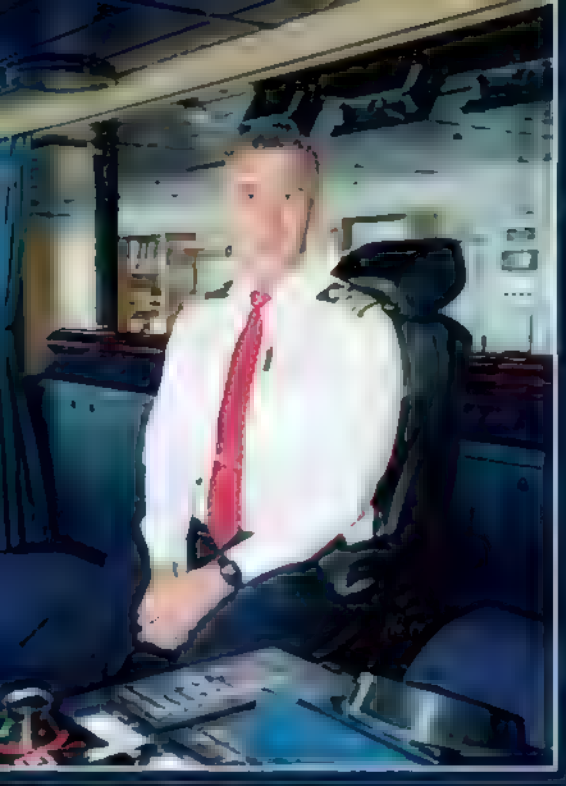
The cheque for the first instalment for the purchase of the ship had bounced, the ship repairers were unable to obtain payment of their £200 bill and the unfortunate crew, their credit with local tradesmen exhausted, were stranded on board without wages or food and were forced to join a long queue of creditors and out-of-pocket backers.

The ship returned to her slumbers on the Shoreham mud bank for the remainder of the summer. Despite their best efforts, Clifford Whitely and his chief mortgagee, Sir Malcolm McAlpine, failed to find another buyer or lessee who was prepared to operate the ship, so sold her to T.W. Ward Ltd for breaking up at Grays on the River Thames.

On 25 October 1934 crowds of local residents turned out to watch her inch stern-first through the Shoreham footbridge, which suffered slight damage in the process, and then set off under tow for her final voyage. Steamers in port saluted her with their whistles as she passed silently on her way and, as one observer recorded, 'upon reaching the open sea she dipped gracefully in the moderate swell as if paying her courteous respects to the harbour that had sheltered her in her final years.' With demolition completed, her register was closed on 19 December 1934.

Although 51 of her 55 years were spent quietly and efficiently discharging her duties as a ferry and pleasure steamer, it is perhaps inevitable that the little *Alexandra* is best remembered for her two colourful years as Show Boat, which earned her a small place in maritime history as London's first ever party boat.

Laying at her overnight moorings, Show Boat prepares for another busy afternoon and night. A group of stewards on the port sponson have taken a short break from their duties to watch the photographer's ship pass by.



A VIEW FROM THE BRIDGE

Nicholas Leach went on board Stena Line's new E-Flexer ferry Stena Estrid on a Holyhead-Belfast crossing to meet Captain Fraser Matthew and find out about his career and the ship.

ESTRID — THE NAME MEANS "BEAUTIFUL GODDESS"

WHY DID YOU CHOOSE A CAREER AT SEA?

I grew up in a town by the Firth of Forth and remember shipspotting and wondering which part of the world they were sailing to and from. From an early age I was also fascinated by the great ocean liners and shipbuilding on the Clyde. As I went through school I never saw myself able to do the traditional 9-5 job, so was always determined to pursue a career at sea.

WHAT WAS THE FIRST SHIP YOUR SERVED ON?

I served on P&O Cruises' Aurora as Deck Cadet. I joined her in Southampton and spent three months on board while she was cruising to the Baltic, Mediterranean and Canaries.

HOW DID YOUR CAREER THEN PROGRESS?

I completed my cadetship with P&O Princess Cruises in 2009 and continued to work for Princess Cruises until 2014. During this time, I was promoted up to Senior Second Officer and served on a number of ships, mainly around Australia, New Zealand and the Pacific Islands. I was lucky enough to circumnavigate the world on a world cruise starting in Sydney in 2013. During my time off from Princess in 2011, I spent a few weeks working for Stena Line on Stena Caledonia from Stranraer to Belfast. I continued to work when on leave with Stena Line and in 2015 decided to make the move to ferries as Chief Officer, so that I would have more time at home. I have spent time with Stena Line and Caledonian MacBrayne on various ferries on the Irish Sea, Firth of Clyde and to the Western Isles.

WHAT WAS YOUR FIRST COMMAND?

Stena Superfast X in July 2016 while she was operating on the Holyhead to Dublin route. During my first week, I remember passing one of my previous ships, Caribbean Princess, in the narrow approach channel to Dublin. I had forgotten how massive she is, particularly when passing at 40m!

WHAT OTHER SHIPS HAVE YOU SERVED ON?

During my time at P&O Princess I served on Aurora, Sun Princess

The bridge.

Diamond Princess, Ventura, Dawn Princess, Star Princess, Coral Princess, Pacific Princess, Caribbean Princess, Ocean Princess and Sea Princess. With CalMac I served on Argyle, Caledonian Isles, Hebridean Isles and Isle of Arran. As a fleet Master with Stena Line, I have served on Stena Estrid, Stena Adventurer, Stena Horizon and both Stena Superfast VII and Stena Superfast VIII.

WHAT ARE YOUR DAY-TO-DAY ROUTINES ON BOARD THIS SHIP?

As Stena Line operate 24-hour schedules, we work 12-hour shifts, day or night. Normally each shift will include berthing manoeuvres, and the rest of the time is taken up with managing the ship and crew. In the last 12 months Stena Estrid has proven she really is an E-Flexer, operating on a variety of routes, including Holyhead-Dublin, Loch Ryan-Belfast, Rosslare-Cherbourg and most recently Holyhead-Belfast. Our cargoes consist of a mixture of freight (articulated lorries/drop trailers), passengers (cars, vans, motorhomes, caravans) and livestock (horses, sheep and cattle).

HOW MANY CREW ARE ON BOARD, AND WHAT SHIFTS DO THEY WORK?

Depending on our passenger numbers, we operate with a crew of between 50 and 65. All crew work 12-hour shifts which have differing start/finish times to accommodate our schedule.

HAS BREXIT AND/OR THE NORTHERN IRELAND PROTOCOL AFFECTED OPERATIONS?

Initially in December 2020 we saw a meteoric increase in freight volumes, which caused eight-mile queues on the A55 into Holyhead. In January the supply chain temporarily moved away from the land bridge to ferry routes running directly from France to Ireland. Stena Estrid accommodated customers by providing daily services from Rosslare to Cherbourg, along with

STENA ESTRID

BUILT 2019, AVIC We hai Shyd, We hai, yd no.WO263; kee laid 2.2 2018

DIMENSIONS 214.5m x 27 8m, draught 6 4m (moulded)

TONNAGE 41,671grt, 14,991 net

MAIN ENGINES Twin 12,600kW MAK V12 (25,200kW total power)

BOW THRUSTERS Two 2,400kW

CAPACITY Persons Onboard 1000 (max sou s onboard); 3,100m ane metres (about 171 freight un ts), car deck 1,800m² (about 115 cars)

SERVICE SPEED 22 knots

CABINS 63 (ten double occupancy) crew; passenger cabins 175 (two su table for use by persons with restricted mobi ty; s'x Premium, 68 comfort c ass; 99 standard inside), 684 beds total, cab ns start at £55 for a four berth ns de cabin

▲ Stena Estrid in her berth at Holyhead, ready for her next crossing.

our freight ship Stena Foreteller. After six months, our customers became used to the new customs procedures and Stena Estrid moved back to Holyhead-Dublin at the end of May.

WHICH OF THE SHIPS YOU HAVE SERVED ON STAND OUT?

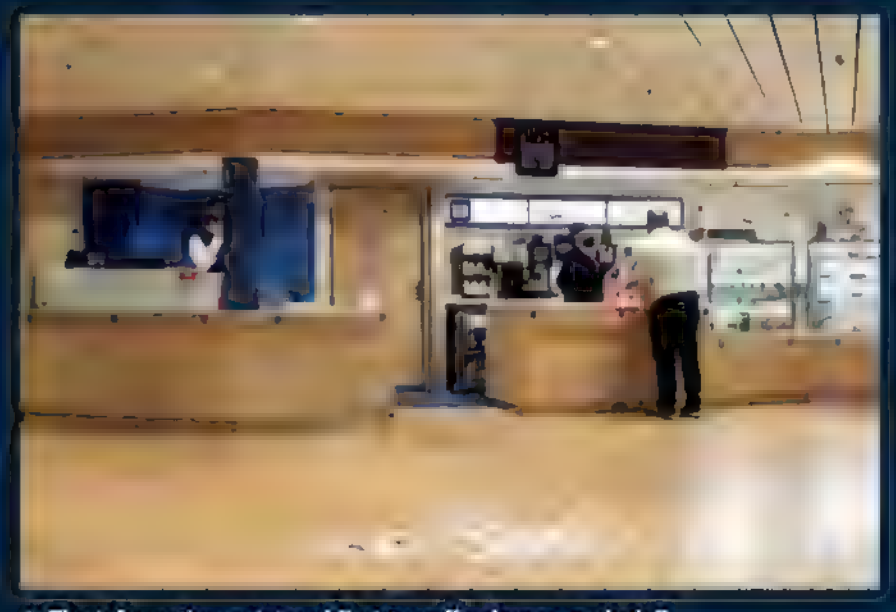
I would have to say Stena Estrid. She is an absolute revolution in ferry design: from a passenger view she is bright, spacious, smooth and quiet, and on the crew side she is the most manoeuvrable ship I have handled. She is also very energy efficient and has excellent seakeepig.

WHAT SIGNIFICANT ADVANCES IN SHIP DESIGN HAVE YOU SEEN DURING YOUR CAREER?

ECDIS as a primary means of navigation has been a major advance. I remember as a cadet having to plot position fixes on paper charts every minute in the Alaskan fjords. Now, your position is plotted in real-time on ECDIS. I miss the perspective and amount of local information displayed on paper charts, as it iss difficult to find out names of lighthouses, landmarks and bays on an Electronic Chart.

HOW DO YOU SPEND YOUR FREE TIME?

I keep busy in my free time and still have the travel bug, so I like to visit as many countries as I can. When I am at home, I spend time playing golf, going to the cinema and spending time with family and friends. As a council member of Nautilus International, I often travel to London, Rotterdam or Wallasey for meetings, but this last year they have all been online. I am also co-founder of PROPEL, a maritime professional network designed to bring the international seafaring community together, promote seafarer rights and modernise maritime recruitment.



▲ The Information point and Barista coffee house on deck 7.

▲ The Taste Restaurant is the main restaurant.

SHIPS LIBRARY

book of the month

The Seatruck Story: Celebrating 25 years of service on the Irish Sea

Matt Davies

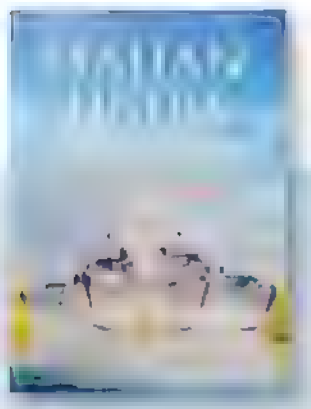
Ferry Publications, PO Box 33, Ramsey, Isle of Man IM99 4LP; tel 01624 898445, info@lilypublications.co.uk, 104 pages, price £16.95 plus postage.

This new volume from Ferry Publications tells the story of Irish Sea freight specialist Seatruck and its growth over the last quarter of a century. The history of the company is given in detail, its current operations described, and details given of each of the principal vessels in the fleet.

The 104-page book includes almost 200 illustrations, many from Seatruck's own archives, and takes the reader through the company's history in chapters organised chronologically, starting with the early years from 1996 to 2003. Further chapters cover the investment by the Clipper Group from 2004 to 2008 and the newbuilds which entered service between 2008 and 2012.

The story of Seatruck is one of expansion and innovation as the company has invested in new ships and developed a strong presence in the busy Irish Sea freight market, with the company's success perhaps not predicted when it was established in the 1990. In his foreword, Seatruck Chief Executive Officer Alistair Eagles admits that: 'As the first sailing left Warrenpoint in 1996, little did we know what the next quarter of a century would bring!'

This volume covers all of the vessels that have been in the Seatruck fleet, including those which have been chartered, as well as those that served the Heysham-Warrenpoint route under predecessor Merchant Ferries. The stranding of Riverdance in 2008 is covered, as well as each of the four principal vessel types operated by Seatruck. Details of Seatruck's current operations are seen in the context of the impact of Brexit and Covid-19 this year. NL



Italian Liners of the 1960s: The Costanzi Quartet

Ian Sebire

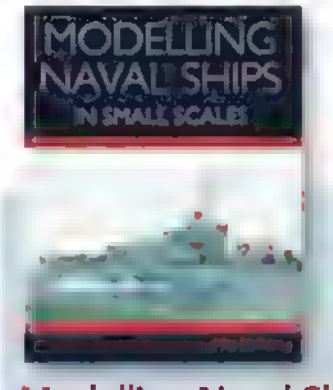
Ian Sebire is a watercolour artist of ships and beach scenes who has also turned to writing. Apart from some magazine articles, his first book, Masters of the Italian Line: Leonardo da Vinci, Michelangelo and Raffaello, was published in 2018.

Furthering his interest in classic Italian passenger liners has led to a second companion volume, Italian Liners of the 1960s: The Costanzi Quartet, covering Galileo Galilei/Guglielmo Marconi, Oceanic and Eugenio C, which were designed by the renowned Italian Naval Architect Nicolò Costanzi. This thoroughly absorbing book includes chapters on each of the ships and a profile of Costanzi himself.

It is profusely illustrated with black and white and colour illustrations, as well as several of the author's own charming watercolour paintings. The history of each liner is covered, and includes first-hand reminiscences from people who sailed on the ships. Many of the pictures depict the ships' interiors, providing an all-round appreciation of the classic vessels.

The hybrid 'Costanzi stern', merging the benefits of cruiser and transom sterns as employed on Oceanic and Eugenio C, is also mentioned. The author's website (www.sarniawatercolours.co.uk) has additional material and photographs of each ship, including deck plans too big to be included in the publication. This book is a nice overview of the ships and comes much recommended. SP

• Published by Amberley Publishing, The Hill, Stroud, Glouc GZL5 4EP; softback, 96 pages; ISBN 97813981-08066; ambereley-books.com; £15.99.



Modelling Naval Ships in Small Scales

Mike McCabe

Modelling Naval Ships in Small Scales is full of advice suitable for those who are new to this hobby through to the experienced modeller, and provides a wealth of practical guidance on building and painting realistic model naval ships. An in-depth look at the creation of four models covers: the Type 45 destroyer HMS Daring (Dragon), the pre-war aircraft carrier USS Wasp (Aoshima), the River class frigate HMS Nadder, and the pocket battleship Admiral Graf Spee (Academy).

Author Mike McCabe has been building models for 50 years and is the owner of a company producing Resin Kits. This book focuses on the popular kit scales of 1:700 and 1:350 in the waterline style and is fully illustrated with step-by-step photographs demonstrating the techniques required. PS

• Published by Crowood Press, Ramsbury, Marlborough, Wilts SN8 2HR; enquiries@crowood.com; www.crowood.com; 144 pages; price £16.99.

Liners to Cruise Ships

Jim Shaw

The latest World of Ships bookazine covers some of the most famous passenger ships ever built, describing those vessels originally built for liner service but later modified for cruising. With Covid-19 hitting the international cruise industry extremely hard in 2020, a number of ships were removed from service much earlier than expected. Among these were the last ships built as liners.

In a salute to these ships, this impressive new 100-page publication looks back at the development of modern-day cruising and some of the ships and companies that evolved as the industry took shape in the 1950s, 1960s and 1970s and into the 1980s.

In 1974 amended Safety of Life at Sea regulations came into force, and as a result the number of old liners steadily decreased until only a handful remained in service after 2010, as purpose-built cruise ships took over. Illustrated with 200 outstanding colour images, this meticulously researched volume covers both cruise lines which d'd not survive and those that thrived in the 21st century cruise boom, and looks at the ships that they operated.

Maritime author Jim Shaw has been writing for Ships Monthly for over four decades and is the magazine's newbuild correspondent. Always on the search for old liners, he has travelled round the world, visiting far-flung destinations in search of ships of all shapes, sizes and vintages. EF-L

Published by Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill, Yalding, Maidstone, Kent ME18 6AL; tel 01959 543747; shop.kelsey.co.uk; price £8.99 print, £7.99 digital.

UNUSUAL VESSEL IN THE STRAITS

During the evening of 19 June a strange vessel was spotted transiting the Dover Straits. Her AIS transmission stated only that her call sign was Makran, sailing under the Greek flag and conducting military operations. Her length and breadth were 16m and 6m, but no other voyage data was available.

In fact, it seems that IRINS Makran is the newest and largest ship of the Islamic Republic of Iran's Navy. Converted from an ex- oil tanker (Persian Gulf) to operate as a sea base providing support capacity for remote military operations, the hull is virtually unchanged, but a large flight deck, approximately 80m long and the width of the hull, has been added above the forward part of the deck, along with a crane used to launch fast attack craft and mini-submarines.

She is armed with two missile container launch platforms, six defensive artillery positions and machine guns, along with various electronic warfare systems, and is believed to have been launched in November 2020, completing sea trials in December 2020 and being commissioned on 12 January.

Several commercial tankers have been intercepted carrying fuel out of Iran in defiance of a trade embago, but as a military vessel, Makran is entitled to sovereign immunity and would be much harder to stop.

Military analysts believed that she was on her way to Venezuela with a cargo of fuel and seven missile-carrying fast attack craft. Iran is keen to gain influence with the South American pariah state, which, though rich in oil, has limited refining capacity and is suffering from local fuel shortages. If true, it appears that the voyage plan has changed, and Makran, along with the frigate IRINS Sahand, went to the Baltic, on her way to St Petersburg to represent Iran in a Naval parade to commemorate the 325th Anniversary of the Russian Navy.

The change of orders may have been as a result of the foundering of the replenishment oiler IRINS Kharg, previously the Iranian Navy's largest ship, which caught fire and sank near the Iranian port of Jask in the Gulf of Oman on 2 June. Kharg was due to take part in the Russian celebration, and Makran appears to have been diverted to replace her.

Adrian Allery, Exeter

The vessel transiting the Dover Straits was part of the Iranian Navy.

letter of the month

Medway memories

Geoff Lunn's feature (SM, Aug) brought back many memories. I attended school in Rochester in the 1950s and 60s and I often made the short walk down to Blue Boar Pier to see ships unloading wood pulp into barges for the upriver paper mills. This was the start of a lifetime's interest in ships. As well as carrying Scandinavian pulp, the ships brought imports from Canada, and I attach a picture I took of the Canadian Pacific ship Beaverelm at Rochester buoys.

It is surprising that there are relatively few photos of Medway shipping in the public domain, although the area has always attracted marine artists such as Turner and William Lionel Wyllie. One of the best paintings of shipping at Rochester was by the artist Job Nixon (1891-1938), who provided panoramic views of shipping at Rochester from the 1930s.

Roger Backway
Chippenham

I enjoyed the fantastic article by Geoff Lunn, which brought back many memoires of living near and working on the River Medway. I was very pleased to see inclusion of the paddle steamer Medway Queen.

However, I would like to make a small correction: Medway Queen still has her original engines in situ, as they were recovered and reinstalled following her rebuild at Bristol. We are currently in Ramsgate harbour to go onto the slipway for hull painting and other maintenance works. The latest news can be found at www.medwayqueen.co.uk.

John Kempton
Hon Chairman, MQPS

Mothballed or laid up?

Recent mention of cruise ships, such as Disney Magic, being mothballed made me wonder if this term is actually correct. Ships at anchor in open water, with crew aboard and ready to sail (as Disney Magic) are not mothballed. I understand that a mothballed ship is one with no crew permanently on board, but just has a caretaker, who visits to pump bilges and check moorings and so on.

The ship would be on permanent moorings or berthed alongside, and certainly not at anchor, where there is always a risk of dragging, and therefore main engines have to be available. All access doors would be locked and sealed and vents and funnel uptakes covered. In a moist climate, dehumidifiers would be in use, powered either by shore power or a portable generator on deck.

There are at least two intermediate stages between ships at anchor with a full operational crew, i.e. deck and engineer officers and ratings and sufficient catering staff, and being fully mothballed. The stages I can think of are: layup (such as ferries berthed alongside during the winter season, probably on shore power but with a gangway watchman and an engineer on board 24/7 and often having major maintenance in the engine room carried out by crew and dockyard staff) and ships in cold layup or temporary mothballing.

I have never been aboard a temporarily mothballed or fully mothballed ship, but would be interested to know exactly what this kind of procedure might involve.

John Martinson
Guernsey

The Canadian Pacific ship Beaverelm (1960/3,959gt) at Rochester buoys in 1964. ROGER BACKWAY

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The marmite ship

It has been busy recently in Weymouth Bay, as I run trip boats taking people to see the cruise ships. Scarlet Lady called twice during July, but she is a has something of a marmite effect on ship enthusiasts, some of whom love her, commenting on her design, while others dislike her somewhat unusual appearance.

Another highlight has been Norwegian Escape with her marine-themed hull art by marine artist Guy Harvey, while Norwegian Bliss with a go cart track takes some beating. Now staycation cruises have commenced, we have seen MSC Virtuosa, Celebrity Silhouette, Saga's new cruise ships and Marella's as well, not forgetting Viking Line's ships. The magnificent Golden Horizon commenced her first shakedown cruise from Portland, where Disney Magic also came in to anchor.

Of course everyone hopes the industry gets back to work soon, but in the meantime our trip boat passengers get to see cruise ships they would never normally get to see unless they were in other parts of the world. Even the dolphins like to be around the ships and that's a real bonus for our passengers.

Paul Dallaway, Boat Master, Coastline Cruises, Weymouth

Mariella and Olympia

In your news items about Viking Line's Mariella (SM, Jul), unfortunately Mariella and Olympia have been mixed up regarding who they were built for. Olympia was built for Slite and Mariella was built for SF line, but you stated the opposite in the magazine. I would also like to add that your magazine is very good.

Jonas Rosenqvist, Viking Line Technical Superintendent, Mariehamn

▲ Richard Jacob supplied this photograph of the steamer Shieldhall on her belated 65th anniversary cruise to the Nab Tower on 17 July, during which she passed the brand new cruise ship Scarlet Lady. The vessels exchanged 'greetings' on their respective whistles, and Shieldhall also sounded her famous siren.

Bob Shopland

The obituary for Robert Shopland brought back some happy memories for me of the time I worked on the magazine. I remember him often madly typing out stories on his ancient typewriter, only for me to reset the layout on the Mac for publication. His best friend was Shep the dog, who used to sleep in a basket in his office. Sadly, I had a call from Bob one Saturday morning saying Shep had died and could I come over and bury the hound in its favourite spot in the garden.

Iain Wakefield
Cromford

AUGUST'S MYSTERY SHIP

The mystery ship depicted in the generic company postcard is one of the sisterships Houtman, Ryeveen, Schouten and van Waerwijck, which were built in 1954 at various shipyards in the Netherlands for the Dutch company Koninklijke Paketvaart Maatschappij (KPM). I suspect that this particular ship is Van Waerwijck and she is shown in KPM livery with a yellow funnel.

These ships were specifically built for service in tropical waters. They had three cargo holds in front of, and one behind, the superstructure. In addition to carrying 12 cabin passengers, the ships were could transport 725 steerage passengers. These four ships sailed in combination until the end of 1966, when Van Waerwijck, Schouten and Roggeveen were transferred to the Oranje Lijn, which sailed to Canada, and had been taken over by the KPM. Houtman continued to sail to the Maldives.

Van Waerwijck was launched in March 1954 and measured 109.7m by 16.18m. She was powered by twin 3,200hp Smit-B&W six-cylinder engines. She served as Van Waerwijck until 1967, when she was renamed Prinses Maria. She became Roumania in 1969, moving to Piraeus, and in 1982 she was broken up at Gadani Beach. Houtman was scrapped in 1985, Ryeveen was sunk north of Cherbourg after a collision with the motor vessel Hagen, and Schouten capsized and sank 18 miles south of Kogashima.

Robert Bersma, Meppel, Netherlands

THIS MONTH'S MYSTERY SHIP

This month's mystery comes from an old postcard, which is stamped London & North Western Railway Company in the corner, and shows an old passenger vessel, but which one? When was she built and which company operated her? And what was her fate?

Send your answers, including your postal address, by email to: sm.ed@kelsey.co.uk; or by post to Mystery Ship, Ships Monthly, Kelsey Media, The Granary, Downs Court, Yalding Hill, Kent ME18 6AL. Emails preferred.

NEXT ISSUE

DFDS'S NEW FERRY CÔTE D'OPALE

SHIP OF THE MONTH

Profile of the new DFDS ferry, the latest E-Flexer to enter service, which made her debut recently to become the longest ferry to operate out of Dover.

HMS VICTORIOUS

Conrad Waters reviews the Royal Navy's aircraft carrier HMS Victorious, which was ordered under the 1936 construction programme. Laid down in 1937 and launched in 1939, she went on to enjoy a long and varied career.

PLUS

PEACE BOAT As Peace Boat marks a milestone and prepares to welcome two new vessels, Jonathan Crabbe details the interesting and eclectic mix of ships used by the Japan-based organisation.

RED FUNNEL Russell Plummer looks back over the lengthy history of Red Funnel, the Isle of Wight ferry operator celebrating the 160th anniversary of its formation.

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Allan Ryszka-Onions

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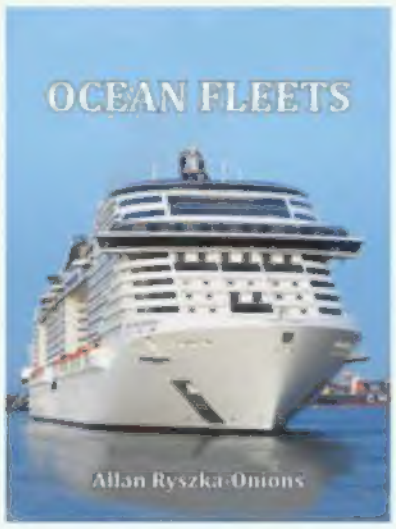

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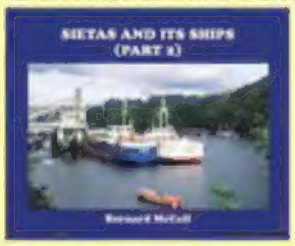

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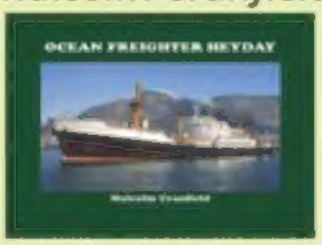

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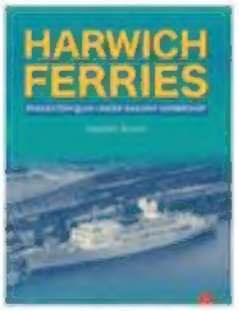

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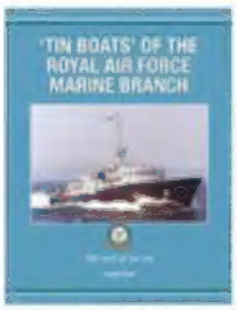

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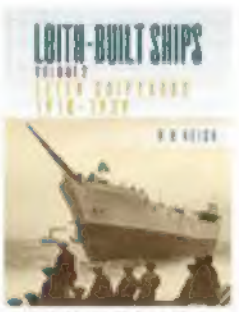

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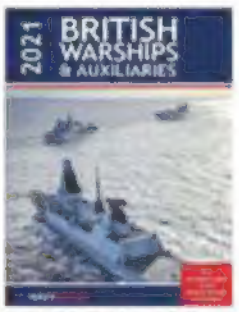

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